

R.P.O., H.P.O. Mail Featured

Australia Plans Telegraph Stamp

The centenary of the telegraph in Australia will be marked by a special 3½ pence commemorative scheduled to go on use April 7. The design will symbolize the function of the telegraph system in providing communications over the great distances of the Australian continent. The stamp will be of large vertical format — the color will be announced later.

Australian Postmaster General Hubert L. Anthony said that the first telegraph line erected in Australia, between Melbourne and Williamstown, Victoria, was in operation in March, 1854. Since this historic event, the Australian telegraph network has steadily developed until today there are more than 904,000 miles of telegraph channels which extend to all parts of Australia.

The first telegraph line in the State of South Australia, between Adelaide and Port Adelaide, was erected in February 1856. The Hobart-Launceston line in Tasmania was erected in August 1857, and the first telegraph circuit in New South Wales, connecting the South Head Signal Station and the Merchants' Exchange, began in January 1858. The first Queensland line, between Brisbane and Ipswich, opened on April 10, 1861, and the first telegraph link in Western Australia, connecting Perth and Fremantle, was brought into operation on June 21, 1869.

Mr. Anthony announced that a special slogan postmark, reading: "100 YEARS OF TELEGRAPH SERVICE 1854-1954" will be in use at the General Post Office in the capital city of each State and at Canberra, Newcastle, and Launceston from April 2 through May 31. The slogan will probably also be used during a further period of 1954.

Australia will introduce a new one shilling postage due stamp into use on February 17. The new stamp will be printed in green (frame) and carmine (center) and will conform in size and general pattern with Australia's current 2s. and 5s. postage due stamps, the value being shown in red against a white background.

Mr. Anthony said that although postage due stamps are not sold to the public at post offices but are affixed by postal officials to insufficiently prepaid postal articles on receipt of amounts due, they meet the convenience of stamp collectors. Postage due stamps may be purchased at face value from the Philatelic Section, Melbourne, Victoria, Australia.

Mr. Anthony added that remaining stocks of the one shilling postage due stamp which is now being replaced will continue to be used until exhausted.

UN Gives Statistics On Human Rights FDC's

The United Nations Postal Administration announced that on the first day issue of the new UN commemorative stamp, honoring Human Rights Day, December 10, 1953, a total of 265,186 covers were given first day cancellation.

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WAY DOWN SOUTH IN LOUISIANA is where the above youthful stamp club holds forth, Baton Rouge, to be exact. There are 65 boys and girls all told with their own officers and everything. Jörn Dakin is the president, John Barry vice president and Lillian Dicks secretary-treasurer. The juniors were established by the senior club in July 1953 and have been a flourishing organization since.

First UN Commemorative Of 1954 Due February 11, For FAO; F.D. Cover Service Offered

The first United Nations commemorative stamp of 1954, honoring the work of the Food and Agriculture Organization, a UN specialized agency, will be issued on Thursday February 11.

It was designed by Dirk Van Gelder of the Netherlands, and the design was awarded first prize in the international competition held by the UN in November 1952. It depicts a head of wheat, as a symbol of the FAO and the usual five-language border frames the stamp, upon which appears the lettering "FAO" in the top left-hand corner. The denomination appears in the lower right-hand corner.

Printed in both 3c and 8c denominations, the stamp has been manufactured by Thomas de la Rue and Co. Ltd. of London, England which produced 1,250,000 of each denomination. This being a commemorative stamp, there will be no additional printing.

The 3c denomination will be issued in green and gold, and the 8c in blue and gold. This stamp is the first UN stamp to be printed using a double engraving process. The stamps are vertical, and will be issued in horizontal sheets of 50 with marginal inscriptions appearing twice at the top and twice at the bottom of each sheet.

They will be placed on sale at face value at UN headquarters, New York, and at UN offices in London and Geneva at the prices established for these denominations on Thursday February 11.

The following conditions will apply with regard to collectors desiring to submit envelopes for first-day cancellation servicing:

1. The first day service is only given at Headquarters, New York, against payment in U. S. dollars.

2. Persons desiring first-day cancellations of the stamp may send in a reasonable number of addressed, unstamped envelopes to the UN Postal Administration Room CB-26 United Nations, N. Y. Envelopes should be addressed in the lower left-hand corner. All covers will be mailed out individually.

3. The outside envelope must be clearly marked "First Day Covers — FAO".

4. Remittance to cover the cost of stamps to be affixed must be enclosed in either money order or certified check. Personal checks will not be accepted, nor will postage stamps.

5. A filler of medium weight should be placed in each envelope,

and the flap turned in. A poor cover might result if no filler is provided.

6. Requests for marginal inscription blocks will be filled only as far as possible, depending on the number of marginal inscriptions available. On the other hand, the normal UN Postal Administration requirements concerning the number of stamps which must be purchased to obtain a marginal inscription are waived. However, positional requests will not be honored.

7. No mixed orders for both first day covers and mint stamps will be processed. Such orders will be returned to the sender.

Separate orders for mint stamps will be accepted, but these must be addressed to the UN Postal Administration, United Nations, N. Y. without reference to room number. It should be noted that in respect to mint orders, the normal provision concerning marginal inscriptions will apply, and collectors should also remember to allow for return postage and registration, when necessary, in their remittance.

Haines President Of Topeka, Kansas Club

Brook L. Haines was elected by his fellow members of the Topeka, Kansas Stamp Club as president for the coming fiscal year. Also named to the official family are vice president Robert Kingman; treasurer Russell Howard; and secretary August E. Moeller, 1028 Fillmore, Topeka, Kans. Arthur Bledsoe is editor of the club's publication.

Collectors of the area are welcome to attend meetings which are held at the YMCA on the first and third Thursdays.

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AMERPO Sponsors Current Edition; Many Mail Transit Changes In 89 Year Span

Bryant Alden Long

The spotlight of today is trained on America's fast-changing network of postal transport routes — its mighty Railway Post Office trains which are now being curtailed in part as 3c first-class mail takes to the air, its colorful Highway Post Office buses which are now expanding more than ever in contrast, and its fast-growing air lines which are the subject of more and more agitation for unique Flying Post Offices yet to come. The situation is one of growing fascination for the postal history student, the cover collector who likes the postmarks of these routes, and particularly for the new collector who is seeking a really intriguing and inexpensive phase of philately in which to specialize; so it is small wonder the "AMERPO," the American Section of the T.P.O. & Seapost Society which is devoted exclusively to this field, is growing by leaps and bounds.

The epochal experiment of flying ordinary first-class mail from the East to the Chicago area, and now far beyond, represents a radical departure from the basic system of distribution of the mails to railway lines which was begun when our first permanent R.P.O. was established from Chicago to Clinton, Iowa on August 28, 1864.

Assistant Postmaster George B. Armstrong of Chicago little dreamed, when he founded this system, that his city would be the scene of such a drastic modification of his ideas just 89 years later when the first 3c letters were flown there last October 6th; he was too busy overcoming the hostility of the age toward doing away with the congested Distributing Post Offices where letters were sorted and re-sorted (with fat commissions accruing to the postmasters) and delayed for weeks instead of being continuously transported and sorted in transit, as done today.

Details of the founding of the Railway Mail Service, as it was called (now the Postal Transportation Service), will be found in our special Edition of Linn's March 30, 1953; and there, too, can be read the absorbing story of the pioneering route agents who canceled or sorted local mails on trains even as early as 1837, and culminating in W. A. Davis' experimental R. P. O.-like service on the Hannibal and St. Joe R. R. in 1862.

The basic concept of Armstrong's ingenious new system was simply that, for the first time, letters would travel just as fast as passengers riding the same conveyances (trains) — for the clerks on board would sort the mail, as they still do, for instant connection to other trains going in the various proper directions. It is significant that the flying of any sort of mails in closed pouches, while faster than surface mails over distances of perhaps 500 miles or over, nevertheless fails to approach this ideal; the letters travel far slower than passengers on the same planes, for they must be delayed for many intermediate sortings at stationary points under present practice.

For distances under 500 miles, our ingenious network of railway and highway post offices has always been the speediest system of mail distribution known, ever since Armstrong's day; for speedy sorting in transit by expert clerks (who must know the routes of up to 10,000 post offices by heart, confirmed by "exams" in which passing is 96 percent) plus the elimination of time-consuming track hauls to airports, far overcomes the much-touted speed differential of the airplane.

As the end of the 19th century

approached, and the R.P.O. network covered the country, additional R.M.S. installations of unusual types appeared. First were the river and lake "Boat R.P.O.'s", a paradox in name, with a railway postal clerk manning a small mail room thereon; then came the street-car and interurban trolley R.P.O.'s beginning in 1891, as well as stationary "transfer offices" where clerks connected mails between trains.

In both the mobile and stationary units the clerks were provided with postmarkers for cancelling loose letters mailed therein, and this was the origin of the various "R.P.O.", "STREET R.P.O.", "T.O." and "T.C." (transfer "office" or "clerk") cancels so sought after by many collectors.

Mails were first sorted on non-R.M.S. highway vehicles in 1896 (but not until 1941 on official H.P.O. routes manned by railway mail clerks), as detailed in an accompanying story; while stationary Terminal R.P.O.'s (now Terminals, P.T.S.) appeared in 1907 to 1916, furnishing many new additional postmarks. Most of these cancels read "CAMDEN N.J. TERM. R.P.O." etc.

R.M.S. Air Mail Fields at larger cities were the next units installed.

In 1946 a most significant experiment was made by the Post Office Department in operating Flying Post Offices manned by clerks who sorted airmail in transit from Washington to Chicago, then to Los Angeles, to New York, and other points, for several days — with no postmarks being applied aloft, unfortunately. Although officials hailed the experiment as a complete success, they declined to install any permanent routes; and later, the idea was even termed impracticable.

America is still without any F.P.O.'s; but U. S. railway mail clerks and the commercial airlines themselves heartily endorse the idea of permanent installations — which would mean the fastest mail service ever known in America, as well as intriguing new cancels for collectors.

Fairchild Aircraft has had its Packets, with compartment for the airmail clerk, available since 1946; while just a few months ago, the president of Northwest Airlines has now predicted 60-ft. R.P.O. apartments in big mail planes from New York to Minneapolis and thence to Seattle, as announced at

(Continued on page 15)



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A Brief History Of The St. Louis Street Car Mail Service

Gilbert A. Borberg, and Robert J. Hutcheson

Late in the 19th Century a change in the method of mail distribution took place in St. Louis Mo. Who first had the idea of using the Street Car as a carrier of the mail is not known, but in St. Louis J. B. Harlow the Postmaster was given the credit.

At the time St. Louis did not have a good system for the distribution of the mail. The idea was to use the Street Cars to speed the mail service; another consideration, by no means secondary, was that it would also cut the cost by many man-hours. The first line to officially have Street Car Service was the St. Louis & Florissant Line in St. Louis, Mo., on the West End Narrow Gauge R.R. to Florissant, Mo.

On what day this service was started is a matter of conjecture, as a good many days have been spent in research to get the information, but up to now no date has been established with any degree of certainty. (It was probably at time of electrification, about November 1891.)

The first street-car Mail Car was from a box car of the old West End Narrow Gauge R. R. The mail had previously been hauled from St. Louis to the City of Florissant, about 18 miles from St. Louis, by a small steam jenny on a narrow gauge track. The mail service was then "closed pouched" service: in addition the train hauled passengers and dairy products to St. Louis. When the Street R. P. O. Car first started it also carried dairy products on the car. (Editor's Note: Other reports state the original steam-operated St. Lou. & Florissant route was an R.P.O. rather than C.P., begun in that form on March 23, 1891.)

The Second Circuit was the Grand Ave. R.P.O. and May 16, 1896 was the day it started. When one car went North the second car went South; the cars went in a semi-circular direction with the North Car going South and the South Car going over the route just

covered by the North Car. One of the clerks, who made the first run of the Grand Circuit, is still alive today.

On January 25, 1897 the Third Circuit started. This car used part of the route taken by the St. Louis & Florissant line. It then went in a South-Westerly direction to the suburban town of Webster Groves, Mo. Some time later this line went on to the next town of Kirkwood, Mo. Express was hauled also during the early days.

The cars for these circuits were furnished by what is now the St. Louis Public Service Co. Daily rental was paid by the government. This daily rental included a motor-man and trolley-man, called Trolley-Monkeys as they had to climb on the roof to repair the broken trolley ropes.

To get a clear picture of how the mail was handled in the early days of the Street Car Mail Service, one must remember that there was no auto to meet the street car. As the Mail Car made its round over the circuit one or more carriers would wait for the car at a convenient place: it may have been a drug store, dry goods store, confectionery, or other similar type of store.

After receiving their mail, worked for them downtown, they would start out in their horse-drawn wagons to deliver it. As they passed the corner mail boxes they would "tap" them, then returning to their scheduled places to await the return of the next mail car. The clerks on the mail car would cancel the mail given to them by these carriers, plus the mail that they themselves had picked up from the boxes tapped along the mail car's right-of-way.

A study of the old time-tables for the mail cars lists a St. Louis Stations & Jefferson Barracks R.P. O. with Feb. 10, 1900 as the first date of this circuit. This circuit was renamed North Broadway (North B'Way) and South Broadway (South B'Way) in April 1901. Broadway is about five blocks from the Mississippi River which bounds St. Louis on the east. That is why this circuit was cut in two, with Baden as the north end and the old Jefferson Barracks, a famous military outpost, as the south end.

On the North B'Way Circuit it will be noted that a strange service was tried. As the car went north it discharged a clerk who, with a pouch, would deliver mail to firms from Destrehan St. to East Grand, from Broadway to the river, about 75 square blocks in area. He would only make the big firms.

When he reached North Broadway & East Grand he would remove, from the mail box, the mail for the Water Tower Station, and then make the long climb up the hill to it. Then, with the station mail, he would return and wait to be picked up by the mail car returning from Baden.

The St. Louis & Clayton Circuit made its appearance also on April 1, 1901, the same day the North & South B'Way were called that

officially. This line went to the suburban town of Clayton, Mo. which today is the county seat of St. Louis County.

In December 1902 the Northwest Circuit was added to the ever growing Street Car Mail Service. As its name implied it covered the northwestern part of St. Louis.

In 1904 St. Louis was to be host to many thousands of people from all over the world who would be here for the St. Louis World's Fair. The post office also made great plans to see that there would be adequate mail car service to handle the load. As of April 1904 the following circuits were added: the Cass, Chouteau, Easton, Olive, and Southwest, with most of the other circuits having time-table changes. There was also mail car service for the World's Fair Grounds.

In other lines there were also changes. In July 1907 the Chouteau Circuit was dropped: to be reinstated in October 1912. The Cass Circuit was also dropped in July 1907. The Florissant & Clayton Circuits in July 1907 were dropped as R. P.O.'s, but remained as the St. Louis-Clayton-Florissant Circuit but with closed pouch service only.

The Cass Circuit was a short run, of about 31 minutes, going in a north-west direction in St. Louis. The Chouteau Circuit covered part of the territory covered by the St. Louis & Kirkwood Circuit. The terminus of the Chouteau Circuit was Maplewood, Mo.

The Easton Circuit covered a west section of St. Louis and ended in Wellston, Mo.

The Olive Circuit went a part of the way, and part of the time, to Clayton: later it had University City, Mo. as its end. This circuit carried more mail than any other.

E. G. Lewis published a magazine called the "Woman's Day". They had a private mail car to help carry their mail to downtown St. Louis.

The Southwest Circuit went in a south-westerly direction in St. Louis, also at times going to Maplewood, Mo. This circuit went by the street car company's main office. In 1906 the United Railway Company purchased the last independent line in St. Louis so until the end of the Street Car Mail Service, in St. Louis, they were in control of all of the mail cars.

There were many different kinds of cancellations used by the different Circuits, some only with the name "St. Louis" with the Trip No. inserted in the cancel. With the year 1915 the service was discontinued in St. Louis and years later it was also closed out in the other cities. Yet today a second-cousin of the old-time Street Car Mail is operating. This is the Highway Post Office; and in the future will come other services that will speed the mail faster.

Although the Street Car Mail Cars are gone from St. Louis it will always be remembered as a fast city service with the mail cars trying to keep ahead of the passenger cars and with the clerks running back and forth, from mail car to mail box, to obtain a handful of mail to be cancelled and sorted; ready to be dispatched on its way.

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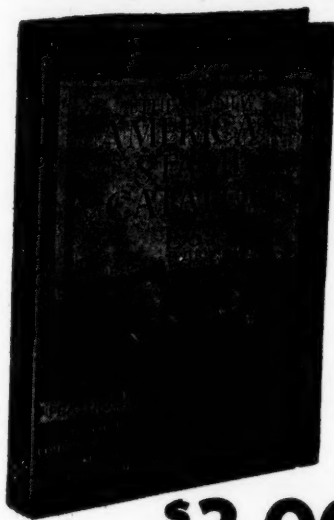
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LINN'S WEEKLY STAMP NEWS

GEORGE W. LINN, Senior Editor—HOWEY-IN-THE-HILLS, FLORIDA
CARL P. RUETH, Editor—SIDNEY, OHIO

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Linn's Weekly vs. The A. P. S.

Our editorial, "Where Do Stamp Collectors Live?" in our January 4 issue was of such interest to Mr. R. G. Montgomery, Regional Governor of the A.P.S. from Baltimore, Maryland, but now sojourning in Florida, that he made a survey of A.P.S. members in Florida with quite interesting results. The survey was based on the last A.P.S. year book list of members.



GEORGE W. LINN

Mr. Montgomery says, "The list shows Florida with 225 members, which oddly enough comes out 3-1 to your 774 subscriptions. There are 10 towns having A.P.S. members who are not your subscribers and 70 towns having your subscribers but no A.P.S. members. Taking some of the larger cities you have about 3 subscribers to 1 A.P.S. member, with Orlando, showing about 10 to 1 in your favor. However in Jacksonville, St. Petersburg and Miami, you have approximately 3-1."

When we consider that the A.P.S. membership is about one third as large as the circulation of this paper it is quite a coincidence that the ratio stands approximately 3 to 1 as a whole. There seems to be some sort of a pattern.

For our part, we are checking our A.P.S. year book with the ten towns in which the A.P.S. has a member and in which we have no subscribers. I am personally writing a letter to each of these people who are in these ten towns and sending them a copy of the January 4 paper and calling their attention to the Florida survey and suggesting they get on our list.

But you I get several of them. Incidentally there was an error in some of the figures given in my January 4, editorial. I stated that we had readers in approximately 1,14% of the towns in Florida. The figure should have been 11.14%. Thanks to Wallace McKeag of Camden, N. J. for calling attention to this.

The Columbia University Stamp

This is quite an unusual looking stamp as past issues of our commemoratives have gone. The balance is excellent, the subject certainly clear and plain enough, uncluttered with a lot of extra curlicues and flourishes, so that one can look at the stamp and actually see what is pictured on it. The color is pleasing and as a whole, we think it one of the best we have seen for some many months. Perhaps it is a fore-runner of what we may expect in this new year.

Incidentally, the FDC before me now is an unusual one in that it has the regular New York City postmark also it has the special First Day of Issue Postmark. I believe this is the first cover for a First Day stamp that I have seen with two postmarks. The FD cover is postmarked at 9 A. M. and the regular postmark at 7:30 P. M., both Jan. 4th.

An Unusual Florida Cancel

Our talk about unusual cancels in this column has brought an unusual offer from one of our readers in Miami, Florida. It appears that there is a cancel used at a Miami office which reads "NORTH-WEST, FLORIDA."

Just what it comes from or how they got such a name in this vicinity is something we can not figure out for Northwest Florida would definitely be somewhere near Tallahassee, the state capital which is in North West Florida. However that is the cancel and friends in Miami who love unusual postal markings are willing to help you get one too if you want it and to make it more interesting they will supply copies of Scott No. 837, the Northwest Territory stamp for the covers. That will make a very unusual combination. All you need do is send your prepared covers with 3c in postage for each cover you want. Limit of three to any person. Send covers to John S. Abercrombie, 2451 North West 86th Street, Miami 47, Florida.

Canadian Philatelic Agency

We would not think of disputing the right of any Government to run a Philatelic Agency as they choose to run it, but on the other hand running a Philatelic Agency is definitely a business venture, for the purpose of getting the dollars that it can bring in and anyone who is a good business man knows that the first rule for success is that the customer must be satisfied. Only by following such a rule can any business succeed.

We have had numerous complaints about the lack of accommodation on the part of the Canadian Philatelic Agency. In so far as we know mail orders get proper attention but the trouble seems to be when an uninformed individual takes the time and travel to go to the Agency and then runs into a snag.

We have a Rochester, N. Y. reader who was traveling in the west and after he left Milwaukee, he went quite a bit out of his way to go to Ottawa for the purpose of buying some stamps that he wanted. Imagine his surprise when appearing at this Agency to find a few of the employees languidly resting on their other ends and who advised him that the Agency did not fill orders through the window, but that any orders must come by mail.

If that is the system, it is of course the business of the Agency to do it that way but if that fact is well publicized it is certain that no more travelers from the U. S. A. will ever go out of their way to go to Ottawa in the hope of getting some stamps they might want. This may seem like a trivial matter, but a few extra visitors each year can mean a good many hundreds of dollars spent in Canada and it would appear that it would be good business on the part of the Canadian Agency to cater to such business in the same manner as our Agency at Washington handles orders and sales directly through the window to all comers.

Seems that the smartest Philatelic Agency operators are the Czechoslovak and the Hungarian Governments. These people bend over backwards in sending first day covers and other items as well as news and information to publishers. The object of this is to create good will and exploit the sale of their stamps. It is a policy that is followed to a limited extent at various times by other governments but we know of none that are as liberal in their efforts to get business from the collectors and dealer alike.

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SMILEATELICS.....Bob Ricker



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Museum Collection In Stolow Auction

Items from the Lenkenbergsch Museum in Germany and a prize winning specialized collection of Ethiopia are among the 1409 lots being sold by the Auction Department of J. & H. Stolow, Inc., 50 W. 46th St., New York 36, N. Y. January 28 to 30.

The choice material in this sale includes eight beautiful examples of the 5c 1847 of United States and unused and used examples of the 10c plus a copy on cover. The 5c brown (No. 30a) of the 1857 issue is to be found in a vertical strip of three nicely tied on cover to Hong Kong. There are many U.S. in blocks of four, such as the Louisiana Purchase issue, Graf Zeppelin issue, and the Kansas-Nebraska sets.

Other fine collectors' items among British Empire issues include a block of four of India No. 2, mixed franking of India together with Portuguese India.

In the foreign section are to be found the rare Colombia Scadta airport consulate overprints, a vertical pair of Bergdorf No. 2 tied on piece, Hanover No. 24 and No. 29 nicely tied on cover (a most rare item) and there is a pretty copy of Sweden No. 1.

Outstanding in the sale is a highly specialized prize winning collection of Ethiopia which had been assembled for over a score of years by an exacting student of the country's stamps. This has been broken down into exactly 98 lots and represents one of the finest collections of this country ever to be sold in the United States.

Catalogs of this important auction may be obtained without charge by writing to the above address.

"Japan And Stamps" A Colorful Magazine

No finer material concerning the story of stamps and their designs is to be found anywhere than in "Japan & Stamps" a regularly issued publication of the Japan Postal Cultural Association, c/o Ministry of Postal Services, Azabu P. O., Tokyo, Japan. Selling price of individual copies is 30c—subscriptions are taken.

This topnotch magazine deals with stamps of Japan exclusively and it does so with pictures in profusion and text with loads of information for the write-up in the album. As for instance in the edition at hand the Ho-o bird appearing recently on a stamp is described, the Crown Prince's tour abroad is well covered with pictures and reading, Cormorant Fishing, shown on the new 100y regular is pictured and described, biographies of Suchimura and Nijima are given, and Perry's visit to Japan gets a featured treatment.

The Association also has first day covers, maximum cards, album pages, a new issue service (Japanese stamps) and several publications. Requests for information can be directed to the address above.

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Alaskans To Stage Show, Offer Cachet

The Anchorage Philatelic Society will conduct its 2nd Annual "Alaskan Philatelic Exhibition", popularly known as "APEX" on February 20-22 at the Anchorage YMCA.

The show this year is being held during the annual Anchorage Fur Rendezvous, which is the winter carnival.

Anchorage's Fur Rendezvous has been an annual event every winter since 1936 except for three years during the war when it was temporarily discontinued.

This year the Anchorage Philatelic Society will again issue a printed cachet which will be "Alaskan" in motif, and which will feature both the stamp exhibit and the Rendezvous. The stamps to be used on all covers will be a full sheet of six 1c stamps from a booklet pane, and all covers will be sent by air mail.

Covers will sell for 10c each, and the club wishes to emphasize that the prepared covers of collectors cannot be serviced, since the cachet will be printed in advance.

All requests should include a legible name and address, and are to be sent to Charles Case, Box 171, Anchorage, Alaska. Do not send requests to the Postmaster. Air mail is suggested because of the delay in boat mail to Alaska.

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BY CARL P. RUETH

It is now just about time to make known how I feel about last year's stamps as to design and otherwise since so many of you already have graciously sent in your ballots for the Sixth Annual Design Derby. Delay has been made to this time so that the accusation of influencing anyone in their voting will be at a minimum. I don't think I have ever caused any great number of folks to adopt a "me too" attitude. I have always found that the large majority are able and willing to call them as they see them.

I think that the New York 300th Anniversary is the best looking — the design and color are tops. In second place the Future Farmers of America looks appropriate to this corner. And for third, the Commodore Perry Visit To Japan. All three are notable for the quality of the engraving.

Other stamps which show extra quality engraving are the Sagamore Hill, Washington Territory and the Bar Association. Those would occupy fourth, fifth and sixth places in that order. In seventh place I like the Gadsden, eighth the Ohio Sesqui, ninth Louisiana Purchase, tenth Flight Anniversary, eleventh National Guard, twelfth Patton, and thirteenth Trucking.

That thirteenth placing of the Trucking tells you the choice for Worst Design.

By all odds the Trucking, in my opinion, is the Least Necessary of all last year's issues. The FFA and Bar Association could well have been forgotten about too.

As a Design Most Appropriate to the Subject there is a close race which was decided by the flip of a coin. Contestants were the FFA and the Washington Territory with the latter getting the nod.

What the general trend of the voting is at this time is not known for as they come in they are placed in cardboard boxes pending the day when the tabulations will start. Up to this time you folks have responded remarkably well and that is appreciated. How about you who have been dragging your feet getting your choices in the mail box to me?

6TH ANNUAL DESIGN DERBY

1st 2nd 3rd

Nat. Guard			
Ohio			
Washington			
Ls. Purchase			
Aviation			
Com. Perry			
Bar. Asso.			
Sagamore			
FFA			
Trucking			
Patton			
New York			
Gadsden			

Worst Design

Least necessary

Design most appropriate to the

subject

Send them to Carl P. Rueth, Linn's Weekly Stamp News, Sidney, Ohio.

You can use the ballot herewith, or mark your selections on a card or in a note enclosed in an envelope. To club program chairmen who are featuring this Sixth Annual Design Derby, please remem-

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ber, the individual ballots are wanted, or the individual results, not just the statement that the club voted this stamp best, this one worst, etc.
Please do it now.

1. The scenes on the Washington stamp of 1953 and a National Parks of 1954 are quite similar excepting that the former was made from a further removed vantage point. Which Parks stamp was it and what did it show.

2. The Louisiana Purchase stamp of 1953 pictured three men. Name them and the nations they represented.

I have a sneaking suspicion that a good friend of collectors, and a philatelic writer in his own right, has authored a new book on a non-philatelic subject, a copy of which has been sent to me. Its title is "Try And Get It Published" — the author is given as Charis Miley.

If Charis Miley isn't Capt. Charles Ellis Milbury I'll eat a handful of used copies of the recently discovered \$1 Prexy with revenue watermark, sans garnishment of any kind. Of course, someone will have to supply these stamps gratis.

Anyhow, the style and approach to the subject are the same as in Capt. Milbury's fact calling and finger pointing "What Price Philately", and his frank discussion of philatelic investment in "So You Want To Invest In Stamps". The latter by the way has been made available again through the Neptune Co., 210 Fifth Ave., New York 10, N. Y. at two bucks per copy.

The "Miley" book deals with writers and writing and is intended to guide authors through the traps and disappointments awaiting them in trying to get their words into print. Since many persons like to write, many persons should get needed information and guidance from its 107 pages. It sells for two dollars from the company mentioned above.

Capt. Milbury was the originator of the Sea Jug Post, now defunct, through which he sent covers to collectors for postage only. He has also sent the prepared covers of collectors back from the other side of the world originating several "firsts" in the process. He never makes any charges, and does it because he likes to make philatelic friends.

But to get back to the original suspicion — and stamp eating — who knows whether Charis Miley is our good friend Capt. Charles E. Milbury?

R. M. Needham, editor of "The Forest Rose Philatelist", official publication of the Fairfield County Philatelic Club, Lancaster, Ohio, has given his fellow members a real shot at the Sixth Annual Design Derby. He has reprinted the ballot in its pages and urges all of them to fill it in and send it pronto.

The Forest Rose Philatelist is one of the outstanding club publications to reach my desk regularly. It is a printed, not duplicated, publication, and contains lots of stamp information.

Sheldon Levine of Brooklyn has asked a question which is sent often for an answer. He says he has a block of stamps (others sometimes mention having sheets the same way) where one edge has a double row of perforations. As you know, that is not the usual way the stamps should come. It indicates that the panes of the printed sheet were not cut apart accurately on the paper cutter.

Double-row-of-perforation blocks and sheets are found frequently and so are not great errors or rarities. If someone ever gives you double face for such material, take it.

THANKS FOR THE COVERS
DEPT.: Milnor Peck, Pleasantville, N. Y.; William R. Worden, Montgomery, Mich.; Louis Roberts, Los Angeles, Calif.; Robert Lowrie, Tucson, Ariz.; Clyde Garrison, Arlington, Va.; I. Leon Hunt, Westport, Conn.; Mrs. E. D. Phillips, Pasadena, Calif.; J. F. McGee, Omaha, Nebr.; Dr. Ross Knoble, Sandusky, Ohio; Moe Luff, New York City; Robert L. Brandstatter, Hennepin, Ill.; D. J. Duarte, Lisbon, Portugal; H. M. Brehm, New London, Wis.; M. Poisson-Massart, Antwerp, Belgium; E. A. Das,

Haworth, N. J.

A business man of Minneapolis, Minn. writes:—

"I read with interest your article about POD considering the printing of U. S. stamps by the photogravure process.

"Didn't I just see that the government had just spent hundreds of thousands of dollars in trying to develop a press that would do this type of work by some other process?"

"Do you suppose that is why the Post Office Department claim they are always losing money because they are doing research in fields that they had better leave to industry?"

Anyone who has been to Washington and has seen the large printing plants of the Bureau of Engraving and Printing can hardly deny that Uncle Sam has a tremendous establishment in that combination of trades. So since they are so large, and because there is just as much technical "know how" under the government roof as under the private industry one, I would say they have every right to do their own researching. And they probably do it much cheaper than some outside corporation would.

As to the experimental press on which the bi-colored Red Cross commemorative of 1952 was produced, Robert Fellers, Head of the Post Office Department's Division of Philately, told me a couple of months ago that it still had a lot of "bugs" to be eliminated. Most of the difficulty was in connection with the registration of both colors properly.

1. The 3c picturing Mirror Lake and Mt. Ranier in the State of Washington.
2. Livingston and Monroe of the United States, and Marbois of France.

ASDA Show At Chicago In March

The Chicago Chapter of the American Stamp Dealers' Association, Inc., announces its sponsorship of the first A.S.D.A. MID-WEST POSTAGE STAMP SHOW scheduled for Friday, Saturday and Sunday, March 26-27-28, at the LaSalle Hotel in Chicago.

According to co-chairmen Harold Cohn and Anthony Russo, the event marks a new milestone for philately in the middle west. Stamp dealers, wholesalers, publishers and other suppliers will then, for the first time, have an opportunity to gain wider public recognition for the hobby and bring about the expansion of stamp collecting in this huge centralized mid-west area.

Initial plans for the event are modeled after the highly successful A.S.D.A. National Postage Stamp Shows conducted annually in New York City. Members of the Chicago A.S.D.A. Chapter have long been of the opinion that the hobby of philately requires a "showcase" for the presentation to thousands of mid-westerners, collectors and non-collectors alike.

Many novel features, never before shown in Chicago, will be offered at the event. Supplementing the exhibits of thirty-six dealers, who have reserved booth space will be an interesting educational program. Complete with scheduled lectures, motion pictures, slides, and other philatelic entertainment.

Also to be viewed will be outstanding displays of famous philatelic exhibits. Plans are under

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way for the Post Office Department to participate not alone with a government display of rarities, but also to make available to the visitors a large selection of commemorative stamps.
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346 4c Brown	2.25 4.50 9.00	
347 5c Blue	4.00 8.50 17.00	
368 2c Carmine	3.00 6.00 12.00	
371 2c Carmine	4.00 8.00 16.75	
373 2c Carmine	3.50 7.00 14.00	
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The H.P.O. Story

Across the vivid panorama of postal history, and particularly along the inviting bypath reserved for traveling postal units, there now rolls along one of the most colorful productions of the modern age—the Highway Post Office. It will no doubt amaze many to learn that by use of its earliest predecessor, the first sorting of mails on American highway vehicles occurred back in 1896! These early horse-drawn HPO's were called Collection & Distribution Wagons in the cities where they began local service, at New York and Washington October 1, 1896. They were dubbed Experimental Postal Wagons in certain rural areas, beginning in April 1899 at Westminster, Maryland.

Service was commenced at Washington and New York by clerks detailed from the two city post offices, including J. P. Connolly and R. N. Jefferson—they could well be called the first HPO clerks in history. However, while mail was sorted and postmarked in the wagons on trips to city postal stations, or along rural routes which are now RFDs, no service was given to intermediate post offices as done by a modern HPO; cancels like "COLLECTN & DISTN WAGON NO. 1" or "U. S. POSTAL WAGON" were used.

Service was later given at Buffalo and St. Louis by the C. & D. wagons and elsewhere in Maryland, Pennsylvania, and Missouri by the rural wagons. However, all service had been discontinued by 1904 or 1905.

About 1906, as revealed by an illustration in Linn's just over a year ago, we now know that the first motor vehicle to carry transit-sorted mail was introduced locally by the Milwaukee, Wis., post office—an "Auto Car in Mail Service." Detailed research on this operation, as well as the next two to be discussed, was conducted exclusively by AMERPO. This revealed that clerks on this truck made a primary sorting of mail between postal stations, collection boxes, and the main office, using no postmark however. Here again, no other P.O.'s were served; and this unique operation was discontinued about 1909.

1925 was to be an epochal year for the future Highway Post Office. In that year a clerk on the old Tuolumne & Stockton R.P.O. on California's Sierra Ry., James F. Cooper, conceived the idea of transferring the functions of a railway mail car to a highway bus, along with his co-worker Carl E. Allen. At that time, the drastic curtailments and abandonments of branch-line and secondary R.P.O. routes had commenced with a vengeance. And just about then, at Chicago, the post office there commenced the operation of a truck manned by clerks to sort airmail enroute to the airport—quite unknown to Mr. Cooper. It used the postmark "CHI. & AIR MAIL FIELD/MOTOR TRUCK" and operated between Chicago and the airport at Maywood, Ill.

Many airmail letters were sorted enroute, and some were postmarked or backstamped.

This service was discontinued about 1928, but in the same year a strikingly similar experiment was begun at New Brunswick, N. J., by three railway clerks assigned to the airport at nearby Hadley Field, N. J. They conceived the idea, quite independently, of sorting the mail received from the planes (when they arrived late) on board their mail truck, so as to connect it to outgoing RPO's in time; and they fitted up the truck themselves with a letter case and bag-hooks, using the canceller "NEW BRUNS. N. J./TRANSFER OFFICE" (the unit from which they were detailed).

This 7 mile Hadley Field & New Brunswick route, the first ever operated by the Railway Mail Service as were all future regular HPO's, was discontinued in 1930, and its existence was never again "discovered" until one of its former clerks wrote a brief item about it for "Post Haste" in 1951.

At this same time, about 1929, the first highway post offices in Germany are said to have been established; but details are lacking. France, too, was experimenting with auto post offices about this time. Railway Mail Clerks in this country, following suggestions of James Cooper, Walter Mahone, L. C. Macomber (who claimed to have introduced an HPO resolution in 1915, but not found in the records) and others in their association meetings and in their journal, were redoubling efforts to have "bus post

offices" authorized here.

Oddly enough, the next HPO-type operation actually established was still a third post-office-and-airport route, established by the Miami, Fla. P.O. in 1937 quite independently of all this agitation. Clerks on this 13-foot Autocar truck sorted registered foreign airmail only, in transit, between the Miami Air Mail Field and the Pan American Airport at Dinner Key Base, until December 1941.

Meanwhile, as R.P.O. curtailments continued drastically, agitation in Congress was added to the clerk's efforts to secure HPO's, while P.O.D. officials still largely attacked the idea as impractical. A joint resolution for one experimental route was vetoed in 1939; but in 1940, true Highway Post Offices were at last authorized by Public Law 740 on July 11.

The first permanent route, Washington & Harrisonburg (D.C.-Va.) was established February 10, 1941 as detailed in another article—while the unpublishable Miami A.M.F. & P.A. Airport route was still operating, it might be noted. Despite these many previous experiments, the Wash. & Harris. was clearly the first true permanent Highway Post Office, sorting mails in transit along a definite route of local post offices. It was a tremendous success.

So were the second route in Indiana, from South Bend to Indianapolis, supplanting interurban trolley R.P.O. service (the route to be authorized in the defeated joint resolution) and the third route—the San Fran. & Pacific Grove, Calif., established August 4 with James Cooper as guest of honor.

World War II delayed further routes until 1946 but in this year came the first contract route (operated by Gulf Transport Co.)—the Union & Mobile from Mississippi to Alabama—and two routes in Michigan. One, the old Jackson & Benton Harbor, operated only from October 15, 1946 to July 31, 1947. Despite conflicting stories as to the reason for its untimely abandonment, the official reason was actually that the contractor assigned to care for the bus had allowed the costly vehicle to deteriorate to an alarming extent; the protests of a competing star route contractor may have been involved.

After 1946 there was another lull until June 1948, when the Belleville & Wichita (Kansas) route was organized with the usual first-trip ceremonies, and featuring a colorful Government cachet for the first time, applied to all collectors' covers. Previous routes had been furnished with special first-day postmarks only. A steady stream of new routes now blossomed forth—16 that year, 39 in 1949, and 31 more in 1950.

On November 1, 1951 the hobby was shaken to its foundations when the Norfolk & Raleigh HPO (Va.-N.C.) was suddenly established without public notice, special first trip ceremonies, or cachet. AMERPO's editor was the only person to receive an advance tip, noticed in official P.T.S. orders; and he quickly sent for some covers and also alerted the top officers of the HPO hobby groups at the same time.

But a greater blow was still to come—the establishment of the first R.P.O. Bus (railroad-operated, HPO-type route), a part of the Jackson & Mobile RPO, by the Gulf Transport Co. on November 11. This bus was placed in operation between Jackson, Tenn. and Meri-

dian, Miss. without a single officer or member of any HPO group learning about it in advance.

These RPO Buses are not recognized as HPO's by the Department, yet they constitute still a third type of such route in addition to standard "government" and "contract" HPO's and they were authorized, not by a special modification of the original HPO law as has been stated, but by authorization of the U. S. Comptroller General in a ruling permitting railroads to transfer clerks, mails, and postmark from a non-paying RPO train (being taken off) to railroad-operated highway vehicles.

RPO cancels are still used on all these routes, of which there are now eleven, but "TRIP" is usually substituted for "TR" (train) in the postmark.

During this time, AMERPO was also quietly building up one of the finest libraries of HPO literature in existence; and was publishing the only regular periodic listings of HPO (and RPO) establishments and changes to be found in any philatelic journal whatever—a service still continued. News items and features about HPO's, likewise, have always occupied close to half the space in the Society news-sheets. Meanwhile, private arrangements were likewise made as far as possible to secure direct "tips" on new HPO's or RPO buses from the proper P.O.D. offices well in advance, for instant relaying to all members subscribing to the society's simple post-card notice service founded in 1950; the service also furnishes actual first-trip cancels on the cards when the time-margin is insufficient.

In addition to some regular new HPO's with special inaugural trips and cachets, several RPO bus routes and two unannounced standard HPO's were established in 1952 and 1953. One of the latter (Eugene & Myrtle Point, Ore.) was begun last June 5. The other (Keokuk & Des Moines, Iowa) used an intriguing comet-stylized provisional cancel reading "DES M. & KEOK."

A real highlight of 1953 was the unique Mid-South Fair HPO with a cancel and cachet both designed by AMERPO officers and authorized by the Department! These stationary exhibit HPO's at large fairs were introduced for the first time that year. There were two others (Trenton, N. J.; and St. Paul, Minn. the first), but only the big Mid-South one used an official HPO postmark. PTS clerks usually cancel, cachet, and distribute all covers and other mail posted by visitors to such exhibits, but official proposals for a postmark in this case were stymied by Washington red tape until AMERPO's editor visited the P.O.D. on his own initiative to investigate.

He was permitted to design the actual cancel as a result, reading "MID-SOUTH FAIR H.P.O./MEMPHIS, TENN." Together with a purple cachet designed by Herschel Rankin, it was applied to over 6700 covers and letters from September 24 to October 3, 1953. Over 1,000 visitors attended the exhibit daily. America's 134 HPO and RPO Bus

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(Continued on page 15)

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A Look At The Early Railway Mail Service

A. G. Hall

One day in the early 1930's one of the recognized exhibitors told me that a stamp should not be included in my collection unless one could say something interesting about it. That is a hard measure for a stamp to live up to. One thing is certain—a collector of railroad covers has a greater chance of making something of interest of each of his covers than has the collector of stamps alone. This applies equally as well to any collection of covers though they are perhaps the hardest type of collection to mount. That remark and other circumstances forced me into the collection of early railroad covers and I soon found that all of my stamp collecting time was taken up by the problems which arose.

One of the popular questions of the day, 1930's, was why have we not found a postmark of the CAMDEN & AMBOY Railroad, the first or second railroad to operate in the United States. This appeared to be a fair question to start on and in the process of answering it there came to light that before there could be a railroad postmark there had to be a railroad employee on the train to postmark the mail. There seems to be sufficient information in the contemporary writings to state that no postal employee was assigned to the Camden & Amboy R.R. and hence no postmark.

There is a book published by the post office in 1885 entitled "HISTORY OF THE RAILWAY MAIL SERVICE" which is a wealth of information on early history. It is there noted that two post office employees were assigned to service on railroad cars one in May and one in June 1837. They were referred to as simply "Agents".

In later notices of appointment they were given the title of "Mail Agents." Further quotations from the Post Office Journal, or Day Book, said, "In June 1840, two mail agents are ordered to accompany the mails from Boston to Springfield, and back alternately; to make exchanges of mail, attend to delivery, and receive and forward all unpaid letters and packages received."

In the later editions of the Postal Laws and Regulations in the 1840's there is found an expansion of the above duties of these "Route Agents" who were duly sworn representatives of the post office. They were also to receive prepaid letters and to make out way bills which meant in addition the postmarking of the mail.

The early railroad postmarks fall into three general classes—

1. Straight line postmarks
2. Circular postmarks in the 1840's and 1850's reading U. S. EXPRESS MAIL.

3. Circular postmarks showing either the terminal cities of the route or the name of the railroad transporting the mail.

The straight line postmarks are largely made up of some form of Rail Road. These appear less frequently in arc form or in an unframed semi-circle. Then there are the two well known PHILADELPHIA RAIL ROAD and the BALTIMORE R.R.

The earliest date of a railroad postmark which has come to the author's attention is November 2, 1837. It originated in Schenectady and was addressed to Albany N. Y., carried by the Mohawk & Hudson R.R. In the author's collection there are several covers dated 1838. Sometime after 1840 the railroad postmarks are frequently found in conjunction with a distributing station postmark if addressed to a destination beyond the distributing station. The postmark of the distributing station shows the date the letter was forwarded by the station so that it could not have been placed on the letter by the route agent. Yet invariably the

color of the two postmarks are the same. If one is a deep shade the other is also and if one is light the other is also, both must have been placed upon the letter at the distributing station and the railroad postmark was used to show that the letter was not originally mailed there.

As to those letters which show no evidence of having passed through a distributing station, that is, they were addressed either to the city at the end of the route or to a way station and still have only a railroad postmark, just who applied the postmark is not known. What is known is that the letter was mailed on a train. Any discussion of the other two straight line postmarks mentioned would run into too much space for this article.

The circular postmarks reading U. S. EXPRESS MAIL used over the following three routes—Albany to Buffalo; Albany to New York; Boston to New York—were the subject of much conjecture until about 1937 when Elliot Perry published the information in his magazine known as Pat Paragraphs which showed them to be an attempt by the post office to enter the express business by the back door so to speak. It was designed to compete with the private posts and express companies which operated over these routes. It was not a particularly successful venture as the post office could not meet the rates of postage charged by the independent companies. Considerably more information has been found bearing on this subject which will be released soon.

In the days before the railroads it is evident that the routing of the mails had to be done at the post offices. This led to the development of a special post office for this purpose where specially trained personnel were available to distribute the mail for the entire country.

Theoretically the mail when it left one distributing station was supposed to be bagged to the last distributing station on the way to

its final distribution to the short stage route which delivered the letters to the post office at the place addressed.

The postmasters of the distributing stations received a portion of the postage paid as a source of income and it was much simpler to simply bag a letter to the next station as it would be done to him in return and thus his income would be larger.

In the 1850's there were nearly 60 distributing stations and with a three cent postage rate, distributing station commissions could easily amount to more than the postage paid. By 1855 the volume of mail had increased to such an extent that some of the larger cities were hard pressed to find a space large enough in which to carry on the distribution of the mail.

The Post Office Department knew that in 1840 much of the distribution of the mail in Great Britain was done in railroad cars. In the United States the country was not served sufficiently well to have permitted the distribution of the mail on the railroads.

The first distribution of the mail in a railroad car in the United States is said to have been on the Hannibal & St. Joe R.R. where on the run west the mail was distributed for the various stage coaches that left St. Joseph for points west. This was so little more than the route agents were doing that it hardly is worthy of notice.

The first country wide distribution was attempted on the run between Chicago and Clinton, Iowa over the Chicago and North Western R. R. on June 9, 1864. The second R.P.O. was the run between New York and Washington which occurred sometime in the fall of 1864 the exact date is in question.

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The third R.P.O. was the New York and Dunkirk over the New York & Erie R. R.

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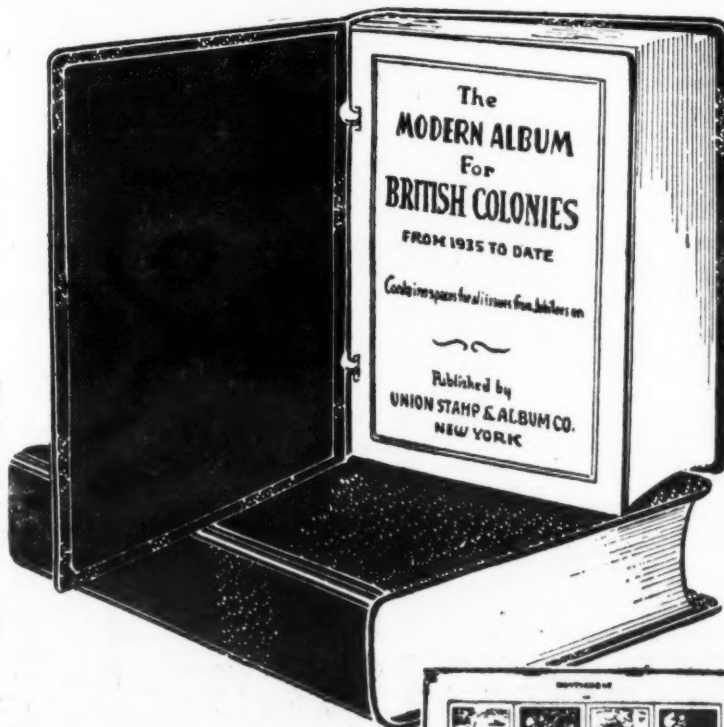
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TERMS

The Catalog values shown below are from Scott's 1954 Catalog. The Reserves shown below are only one-half of our regular 1954 retail prices for the stamps; no bids can be accepted which are below the reserves. Lots as to which no reserves are shown will of course be sold without reserves. (Where Scott does not show Cat. values for used stamps, we have shown Cat. values for mint, with the words "Cat. Mint"). All lots in this sale are used foreign airmail stamps; a few on piece are so shown in the descriptions of the items. If any lot is not as described, you may return it within one week from date of receipt. Postage and insurance or registration will be added to your bill, but there is no other charge for sending. All stamps remain our property until paid for. Payment for lots purchased is to be mailed within one week from the date you receive the lots or are notified that you have purchased them.

If two lots are received in the same envelope, the first one to be received takes the lot. Bid sheets received after midnight on February 19 cannot be considered; please use airmail if necessary. The right is reserved to withdraw a lot prior to the closing date of the sale. Each lot is sold as genuine, but when by any competent authority acceptable to us, the lot is declared otherwise, the purchase price will be refunded in full, provided such claim is received by us within a period of 30 days from the closing date of the sale. In filling in the bid sheet, put the amount you are willing to pay; all lots will be sold to the highest bidder at a slight advance over the second highest bid, or if there are no other bids, at a slight advance over the reserve.

CONDITION

The following are minimum requirements used by us in describing condition of the stamps in this sale:
1. Superb. Perfect copy in every way.
2. Very Fine. Very well center, light cancel.
3. Fine. Perforations at least do not touch design, usually much better, cancel not too heavy.
4. Good. No defects, but perfs may touch design or cancel be somewhat heavy, or both. You will find that condition has been under rather than over described. You may complete the bid sheet with full confidence.

AIDS TO BIDDERS

If you want only one copy of a stamp or set of which more copies are offered, write the two or more lot numbers on the bid sheet with "or" between them, indicating if desired your preference for any one of them. If you do not want to buy in excess of a certain total amount, make as many bids as you wish and note on the bid sheet "Total purchase not to be in excess of \$.....". If you do this, your purchases will be limited accordingly, and you may also indicate the items in which you are most interested. If you would like to know prices realized on lots on which you have bid unsuccessfully, send list of lots on which you have bid on an addressed postcard, leaving room to fill in the prices, or send an extra list of lots on which you have bid, together with a stamped return envelope.

How To Bid—Just complete the bid sheet carefully and mail it to us in good time. Note: This sale is by mail bids only, and there will be no floor bidders to assist you; the bargains you might otherwise have had.

SUGGESTION

Send off your bids first, so you won't forget; and then turn to our special offer on the right hand page opposite. There's no closing date at present on the special offer, but the bids must reach us by February 19.

Lot #	Description	Cat. Value	Reserve
1	C1-4 complete set VF	6.00	2.00
2	Dicto F	6.00	2.00
3	C15-21 complete set VF	22.50	10.00
4	C47-53 complete set VF	6.40	2.07
5	Dicto F-VF	6.40	2.07
6	Dicto F-VF	6.40	2.07
7	C53, 1940 3ir VF	3.00	1.00
8	Dicto F	3.00	1.00
9	Dicto F	3.00	1.00
10	C1-8 complete set VF	8.64	2.85
11	Dicto VF	8.64	2.85
12	Dicto VF	8.64	2.85
13	C17, 1928 1.20p F	3.25	1.00
14	Dicto F	3.25	1.00
15	C18, 1928 1.80p F	3.25	1.00
16	Dicto F perfs rough	3.25	1.00
17	C19, 1928 3.60p F perfs rough	3.25	1.00
18	C26, 1930 50c VF	4.00	1.12
19	C36, 1932 18c F	3.00	1.25
20	C37, 1932 10c VF	3.00	1.25
21	C31-5 set complete VF with selvage	7.55	3.07
22	Dicto VF	7.55	3.07
23	O1-3 complete set VF	6.00	2.12
24	C4-7 complete set VF	2.10	1.22
25	C5, 1924 400k VF	1.75	1.00
26	C12-31 complete set VF	21.30	8.88
27	Dicto VF	21.30	8.88
28	C12-22 part set 2p-80p F	5.15	2.43
29	C46, 1932 10c VF	3.50	1.75
30	Dicto VF	3.50	1.75
31	C31-2 complete set VF	4.00	1.50
32	Dicto F	4.00	1.50
33	C14, 1927 5.00p on 100,000 F	10.00	3.50
34	C16, 1927 10.00p on 1,000,000 F	8.00	2.50
35	Dicto G(Perfs cut design at top) 8.00		
36	C5-11 complete set VF	5.42	1.92
37	C12-14 complete set F-VF	18.00	7.50
38	Dicto F-VF	18.00	7.50
39	C1-4 complete set VF-Sup. 1953 50c, 3.50, 5.10 and 30pi (Cat. mint)	4.00	1.35
40	C5-9 complete set VF-Sup. 1953 3, 4, 6.50, 9 and 11.50 pi (Cat. mint)	3.90	1.00
41	B10-13 complete set on 2 pieces VF-Sup.	80.00	25.00
42	B14-15 complete set VF-Sup.	50.00	20.00
43	C3, 1928 10p F	6.00	7.50
44	C6, 1942 100p F except rather heavy cancel sheet of 25, all different VF	7.50	3.50
45	C1, 1921 15c VF	3.75	1.87
46	C56, 1948 850.00p VF	3.00	1.50
47	C56, 1948 850.00p VF	3.00	1.50
48	C26, 1934 50c VF	4.00	1.50
49	Dicto VF	4.00	1.50
50	C52, 1940 350c VF	5.00	2.00
51	Dicto VF	5.00	2.00
52	C65, 1941 20c VF	4.50	1.37
53	Dicto F	4.50	1.37
54	C72, 1941 50c VF	5.00	1.50
55	C75, 1941 10c VF	7.00	2.75
56	Dicto VF	7.00	2.75
57	Dicto VF	7.00	2.75
58	C92-3 complete set VF	5.00	1.75
59	C93, 1943 10c VF	4.00	1.50
60	Dicto VF	4.00	1.50
61	C100, 1944 1.40c VF	5.00	1.50
62	C101, 1944 50c VF	15.00	4.00
63	C114, 1945 20c F	3.00	1.50
64	C115, 1945 50c F	5.00	2.00
65	Dicto F	5.00	2.00
66	C116, 1945 10c VF	5.00	2.00
67	Dicto F	5.00	2.00
68	C117, 1945 10c F	10.00	3.50
69	C141-4 complete set F-VF	6.50	2.50
70	C160-7 complete set VF	5.57	2.33
71	C160-7 complete set VF	5.57	2.33
72	Dicto VF	5.57	2.33
73	C177, 1948 10c F	4.00	1.63

Lot #	Description	Cat. Value	Reserve
74	C013, 1934 50c VF	7.00	2.00
75	C013, 1934 10c VF	8.00	2.75
76	Dicto VF	9.00	2.50
77	C16-17 complete set VF	8.50	2.75
78	Dicto F	8.50	2.75
79	Dicto F	8.50	2.75
80	C75-8 complete set 8c, 15c, 2.00, 43.00 (Cat. mint)	14.46	4.31
81	C45, 1947 2.50p VF	4.00	1.25
82	C51-20 complete set VF	7.05	2.87
83	Dicto VF	7.05	2.87
84	CYRENAICA		
85	C12-17 complete set F-VF	4.10	2.45
86	C18-19 complete set F-VF	4.50	1.25
87	Dicto F-VF	4.50	1.25
88	CZECHOSLOVAKIA		
89	C1-3 complete set VF	17.00	7.75
90	C4-6 complete set on 3 pieces F-VF	27.00	9.50
91	C7-9 complete set F	4.00	1.12
92	DANZIG		
93	C31-5 complete set VF	15.00	6.25
94	C34, 1932 25p F	3.00	1.25
95	C35, 1932 30p F	3.00	1.25
96	Dicto F	3.00	1.25
97	DOMINICAN REPUBLIC		
98	RAC1 F except SE at bottom	10.00	
99	DUTCH INDIES		
100	B49-51 complete set F-VF	5.85	1.85
101	Dicto F-VF	5.85	1.85
102	C14-16 complete set F-VF	4.10	1.27
103	Dicto F	4.10	1.27
104	ECUADOR		
105	C14, 1930 10c F	4.00	1.00
106	Dicto F except perfs touch design	4.00	
107	C93, 1943 10c F	5.00	1.50
108	Dicto F	5.00	1.50
109	C111-3 complete set F-VF	3.55	1.37
110	Dicto F	3.55	1.37
111	C07, 1929 5c VF	6.00	2.12
112	Dicto F	6.00	2.12
113	C012, 1930 10c F	4.00	1.62
114	C013-16 complete set F-VF	3.85	1.75
115	Dicto F-VF	3.85	1.75
116	EGYPT		
117	172-6 complete set F-VF	16.75	6.37
118	C1, 1926 27m on piece VF	4.00	1.87
119	Dicto (not on piece) F	4.00	1.87
120	NC1-12 complete set F-VF (Cat. mint)	3.82	2.25
121	Dicto F-VF (Cat. mint)	3.82	2.25
122	Dicto F-VF (Cat. mint)	3.82	2.25
123	C17, 1931 3c VF	4.00	1.25
124	C18-20 complete set F	11.75	4.00
125	C1, 1930 10m F	15.00	4.00
126	C1-2 complete set F	10.00	4.50
127	C14, 1936 50fr emerald F but heavy centered cancel	17.50	6.25
128	C15, 1936 50fr ultramarine F	12.00	4.25
129	C14, 1922, 75c blue VF	4.00	1.50
130	C11-20 complete set F-VF	6.50	2.50
131	Dicto F	6.50	2.50
132	C22-3 complete set F	5.00	2.50
133	C23-4 complete set F	5.00	2.50
134	C24-5 complete set F	5.00	2.50
135	C25-6 complete set F	5.00	2.50
136	C26-7 complete set F	5.00	2.50
137	C27-8 complete set F	5.00	2.50
138	C28-9 complete set F	5.00	2.50
139	C29-10 complete set F	5.00	2.50
140	C30-11 complete set F	5.00	2.50
141	C31, 1942 8r F	2.00	1.00
142	Dicto F	2.00	1.00
143	C32, 1942 10r F	2.00	1.00
144	C33, 1942 10r F	2.00	1.00
145	Dicto F	2.00	1.00
146	Dicto F	2.00	1.00
147	C19, 1948 200fr VF	5.00	1.00
148	Dicto F	5.00	1.00
149	Dicto F	5.00	1.00
150	C24, 1924 100p VF	2.00	1.00
151	C25, 1924 100p VF	6.50	2.00
152	C26, 1924 100p VF	6.50	2.00
153	C27-34 complete set F-VF	4.25	1.47
154	C35-7 complete set F heavy cancel on C35	3.75	1.17
155	Dicto F	3.75	1.17
156	C38-9 complete set VF	18.00	6.00
157	Dicto F	18.00	6.00
158	C40-2 complete set F	57.50	15.75
159	C43-5 complete set F	17.50	6.25
160	C43, 1933 1m F	7.50	3.00
161	C45, 1933 4m F	5.00	1.75
162	C5-7 complete set VF	5.75	2.87
163	C8-14 complete set F-VF	5.70	1.90
164	C14, 1933 50p VF	3.50	1.25
165	C15-21 complete set F-VF	16.47	5.94
166	Dicto F-VF	16.47	5.94
167	Dicto F-VF	16.47	5.94
168	C19, 1933 10c VF	5.00	1.50
169	Dicto F	5.00	1.50
170	Dicto F	5.00	1.50
171	Dicto F	5.00	1.50
172	C20, 1924 25d VF	5.00	2.00
173	Dicto VF	5.00	2.00
174	Dicto F	5.00	2.00
175	C22-30 complete set F-VF	6.88	2.26
176	Dicto F-VF	6.88	2.26
177	C42, 1940 16d F	2.25	1.00
178	C44, 1942 5d roulette margin copy VF	18.00	5.00
179	N229-38 complete set F-VF	23.00	8.75
180	C4-9 complete set F-VF	2.65	1.00
181	Dicto F-VF	4.80	2.00
182	C10-12 complete set F-VF	4.80	2.00
183	C18, 1931 3c F	3.00	1.00
184	Dicto F	3.00	1.00
185	C19, 1931 10c F except perfs touch design	3.00	
186	C43, 1935 50c F	20.00	8.50
187	Dicto F	20.00	8.50
188	C45, 1935 1q F	20.00	8.50
189	C46, 1935 50c F	12.50	4.25
190	C48, 1935 50c purple VF	10.00	4.25
191	C49, 1935 2.50p F	3.50	1.00
192	C49, 1935 5q F	10.00	3.50
193	Dicto F	10.00	3.50
194	Dicto F	10.00	3.50
195	Dicto F	10.00	3.50
196	C76, 1937 30c F	6.00	2.25
197	Dicto F	6.00	2.25
198	C78, 1937 75c VF	7.50	4.00
199	C79, 1937 1q VF	10.00	5.50
200	C81, 1937 1q VF	15.00	7.50
201	C82, 1938 sheet VF	3.00	1.00
202	Dicto VF	3.00	1.00
203	Dicto VF	3.00	1.00
204	C100-110 complete set F-VF	5.79	1.28
205	C11-5 complete set F-VF	10.50	3.33
206	Dicto F-VF	10.50	3.33
207	C180a, 1950 sheet VF	5.00	1.75
208	C181-4 complete set F-VF	3.10	1.00
209	Dicto F-VF	3.10	1.00
210	C01-6 complete set F-VF	5.00	1.65
211	Dicto F-VF	5.00	1.65
212	Dicto F-VF	5.00	1.65
213	C23, 1943 1.25p VF	2.50	1.00
214	Dicto VF	2.50	1.00
215	C25-32 complete set F-VF but cancels rather heavy as usual	4.95	1.34
216	Dicto F-VF	4.95	1.34
217	Dicto F-VF	4.95	1.34
218	C32, 1934 5q VF	3.50	1.00
219	Dicto VF	3.50	1.00
220	Dicto VF	3.50	1.00
221	C35-42 complete set F-VF	4.03	1.26
222	Dicto F	10.00	3.75
223	C45, 1930 1p F	2.50	1.00
224	C51-5 complete set F-VF	19.00	7.42
225	C55, 1931 1p F except perfs just touch design at T	9.00	
226	C70, 1931 20c F	3.00	1.00
227	C78, 1932 1 F	2.00	1.00
228	Dicto F	2.00	1.00
229	Dicto F	2.00	1.00
230	C127, 1942 2 1 VF	3.50	1.50
231	Dicto VF	3.50	1.50
232	Dicto VF	3.50	1.50
233	C142, 1943 5 1 VF	6.50	2.50
234	Dicto VF	6.50	2.50
235	C182, 1945 2 1 VF	3.00	1.00
236	Dicto VF	3.00	1.00
237	Dicto VF	3.00	1.00
238	C153-5 complete set F-VF	5.00	1.50
239	Dicto VF	5.00	1.50
240	C170-80 complete set F-VF	10.88	3.60
241	C08, 1939 2 1 VF	5.00	1.75
242	Dicto VF	5.00	1.75
243	Dicto VF	5.00	1.75
244	C01-1 complete set F-VF (Cat. mint)	5.58	3.94

We're Selling Off Our Remaining Stock of Fine Used Foreign Air-mail Stamps

Afghanistan	C33	.35	C88	.15
Albania	C34	.45	C92-96	
Algeria	C35	.55	C98-103	
Angola	C36	.65	C104	.02
Argentina	C37	.75	C105	.05
Australia	C38	.85	C106	.08
Austria	C39	.95	C107	.10
Belgium	C40	1.00	C108	.12
Bolivia	C41	1.10	C109	.15
Brazil	C42	1.20	C110	.18
Bulgaria	C43	1.30	C111	.20
Canada	C44	1.40	C112	.22
Chile	C45	1.50	C113	.25
China	C46	1.60	C114	.28
Columbia	C47	1.70	C115	.30
Czechoslovakia	C48	1.80	C116	.32
Denmark	C49	1.90	C117	.35
Egypt	C50	2.00	C118	.38
Finland	C51	2.10	C119	.40
France	C52	2.20	C120	.42
Germany	C53	2.30	C121	.45
Greece	C54	2.40	C122	.48
Haiti	C55	2.50	C123	.50
Holland	C56	2.60	C124	.52
Honduras	C57	2.70	C125	.55
Hungary	C58	2.80	C126	.58
India	C59	2.90	C127	.60
Indonesia	C60	3.00	C128	.62
Italy	C61	3.10	C129	.65
Japan	C62	3.20	C130	.68
Korea	C63	3.30	C131	.70
Laos	C64	3.40	C132	.72
Lebanon	C65	3.50	C133	.75
Lithuania	C66	3.60	C134	.78
Luxembourg	C67	3.70	C135	.80
Malaya	C68	3.80	C136	.82
Malta	C69	3.90	C137	.85
Mexico	C70	4.00	C138	.88
Morocco	C71	4.10	C139	.90
Nepal	C72	4.20	C140	.92
Netherlands	C73	4.30	C141	.95
Nicaragua	C74	4.40	C142	.98
Norway	C75	4.50	C143	1.00
Panama	C76	4.60	C144	1.02
Paraguay	C77	4.70	C145	1.05
Peru	C78	4.80	C146	1.08
Poland	C79	4.90	C147	1.10
Portugal	C80	5.00	C148	1.12
Romania	C81	5.10	C149	1.15
Russia	C82	5.20	C150	1.18
San Marino	C83	5.30	C151	1.20
Senegal	C84	5.40	C152	1.22
Seychelles	C85	5.50	C153	1.25
Sierra Leone	C86	5.60	C154	1.28
Singapore	C87	5.70	C155	1.30
Slovakia	C88	5.80	C156	1.32
Sri Lanka	C89	5.90	C157	1.35
Sweden	C90	6.00	C158	1.38
Switzerland	C91	6.10	C159	1.40
Taiwan	C92	6.20	C160	1.42
Tanzania	C93	6.30	C161	1.45
Togo	C94	6.40	C162	1.48
Tonga	C95	6.50	C163	1.50
Trinidad	C96	6.60	C164	1.52
Tunisia	C97	6.70	C165	1.55
Turkey	C98	6.80	C166	1.58
Uganda	C99	6.90	C167	1.60
Ukraine	C100	7.00	C168	1.62
Uruguay	C101	7.10	C169	1.65
USA	C102	7.20	C170	1.68
Venezuela	C103	7.30	C171	1.70
Yemen	C104	7.40	C172	1.72
Zambia	C105	7.50	C173	1.75
Zimbabwe	C106	7.60	C174	1.78

This is Our Last and Final Special Offer in These Stamps

C204	.05	C141	.04	C30	.70
C211	.04	C143	.05	C31	.75
C212	.05	C145	.06	C32	.80
C213	.06	C147	.07	C33	.85
C214	.07	C149	.08	C34	.90
C215	.08	C151	.09	C35	.95
C216	.09	C153	.10	C36	1.00
C217	.10	C155	.11	C37	1.05
C218	.11	C157	.12	C38	1.10
C219	.12	C159	.13	C39	1.15
C220	.13	C161	.14	C40	1.20
C221	.14	C163	.15	C41	1.25
C222	.15	C165	.16	C42	1.30
C223	.16	C167	.17	C43	1.35
C224	.17	C169	.18	C44	1.40
C225	.18	C171	.19	C45	1.45
C226	.19	C173	.20	C46	1.50
C227	.20	C175	.21	C47	1.55
C228	.21	C177	.22	C48	1.60
C229	.22	C179	.23	C49	1.65
C230	.23	C181	.24	C50	1.70
C231	.24	C183	.25	C51	1.75
C232	.25	C185	.26	C52	1.80
C233	.26	C187	.27	C53	1.85
C234	.27	C189	.28	C54	1.90
C235	.28	C191	.29	C55	1.95
C236	.29	C193	.30	C56	2.00
C237	.30	C195	.31	C57	2.05
C238	.31	C197	.32	C58	2.10
C239	.32	C199	.33	C59	2.15
C240	.33	C201	.34	C60	2.20
C241	.34	C203	.35	C61	2.25
C242	.35	C205	.36	C62	2.30
C243	.36	C207	.37	C63	2.35
C244	.37	C209	.38	C64	2.40
C245	.38	C211	.39	C65	2.45
C246	.39	C213	.40	C66	2.50
C247	.40	C215	.41	C67	2.55
C248	.41	C217	.42	C68	2.60
C249	.42	C219	.43	C69	2.65
C250	.43	C221	.44	C70	2.70
C251	.44	C223	.45	C71	2.75
C252	.45	C225	.46	C72	2.80
C253	.46	C227	.47	C73	2.85
C254	.47	C229	.48	C74	2.90
C255	.48	C231	.49	C75	2.95
C256	.49	C233	.50	C76	3.00
C257	.50	C235	.51	C77	3.05
C258	.51	C237	.52	C78	3.10
C259	.52	C239	.53	C79	3.15
C260	.53	C241	.54	C80	3.20
C261	.54	C243	.55	C81	3.25
C262	.55	C245	.56	C82	3.30
C263	.56	C247	.57	C83	3.35
C264	.57	C249	.58	C84	3.40
C265	.58	C251	.59	C85	3.45
C266	.59	C253	.60	C86	3.50
C267	.60	C255	.61	C87	3.55
C268	.61	C257	.62	C88	3.60
C269	.62	C259	.63	C89	3.65
C270	.63	C261	.64	C90	3.70
C271	.64	C263	.65	C91	3.75
C272	.65	C265	.66	C92	3.80
C273	.66	C267	.67	C93	3.85
C274	.67	C269	.68	C94	3.90
C275	.68	C271	.69	C95	3.95
C276	.69	C273	.70	C96	4.00
C277	.70	C275	.71	C97	4.05
C278	.71	C277	.72	C98	4.10
C279	.72	C279	.73	C99	4.15
C280	.73	C281	.74	C100	4.20
C281	.74	C283	.75		
C282	.75	C285	.76		
C283	.76	C287	.77		
C284	.77	C289	.78		
C285	.78	C291	.79		
C286	.79	C293	.80		
C287	.80	C295	.81		
C288	.81	C297	.82		
C289	.82	C299	.83		
C290	.83	C301	.84		
C291	.84	C303	.85		
C292	.85	C305	.86		
C293	.86	C307	.87		
C294	.87	C309	.88		
C295	.88	C311	.89		
C296	.89	C313	.90		
C297	.90	C315	.91		
C298	.91	C317	.92		
C299	.92	C319	.93		
C300	.93	C321	.94		
C301	.94	C323	.95		
C302	.95	C325	.96		
C303	.96	C327	.97		
C304	.97	C329	.98		
C305	.98	C331	.99		
C306	.99	C333	1.00		

Now You Can Buy Cheaper Than Ever Before.

.15	Kuwait	C14
.35	52	C28
.03	71	C29
.04	72	C30
.04	Latakia	C33
.01	C1	C36
.02	C2	C39
.06	C3	C40
.35	C5	C41
	C5	1.20
59		
.05	Latvia	C43
.10	C1	C44
.15	C2	C52
.25	C3	C53
.60	C4	C55
.60	C5	20
.06	C6	ehuk
.06	C7	C1
.06	C8	C3
.9	C9	C5
.20	Lebanon	C4
.25	B13-16	
.06	each	Mari
.10	C3	1.25
.25	C23	C7
.25	C24	C7
.06	C48	C3
.10	C57-61	C6
.25	each	C6
.06	C63	C6
.03	C64	C7
.06	C65	C9
.20	C66	20
.30	C67	25
.20	C68	45
.06	C69	40
.10	C71	10
.10	C72	10
.06	C74	15
.10	C76	C3
.03	C79	C14
.6	C80	C16
.06	C81	C75
.06	C85	C90
.12	C86	C90
.06	C88	C90
.06	C90	C90
.15	C92	C90
.2	C93	C90
.6	C95	C90
120	C95	1.80
	C95	1.50
.09	C97	C90
.10	C98	C90
.15	C100	C40
.25	C101	.66
.25	C104	.20
.05	C106	.25
.7	C106	.50
.05	C108	.12
.04	C109	.20
.06	C110	.25
.06	C112	.30
.15	C113	.30
.25	C114	C75
	C120	.66
	C121	C79
.20	C122	.66
.15	C123	.12
.70	C124	.20
.10	C124	C89

SCANNING SCANDINAVIA

Thorsten Ingeloff
Malmstorgsgatan 11,
Karlstad, Sweden

DENMARK. Close upon the Swedish Centenary of the Telegraph Anniversary issue is Denmark's which will have a release on February 2. This commemorates the first telegraph equipment used for the first communication between Hamburg and Helsingor. The tape beneath the instrument has the dedication in the Morse Code.

Color is to be red, the denomination 30 ore and the production at the Post Office Printery in Copenhagen. Viggo Bang was the designer, Bent Jacobsen the engraver. Each sheet will contain 50 subjects (5 x 10). The paper is unwatermarked, the perforation 12 3/4.

SWEDEN. The Post Office Department is planning a "Day Of Post" for August 8 this year. One of the featured attractions will be a 15km international walking contest between letter-carriers fully uniformed and equipped for their routes in the several West European countries. Each nation will be allowed six competitors.

Expected is a pictorial cancellation. Will it show a letter-carrier?

SWEDEN. The 3-skilling yellow error reportedly sold to a Canadian collector by a world-wide news service was false information. This famous, or infamous, stamp, if you will, is still in a vault at Stockholm and will remain there for some time to come — unless a real buyer comes up soon.

NORTH ATLANTIC DISASTER. Sailing from Gothenburg on December 18 last, the Swedish freighter "Oklahoma" was caught in a severe storm outside Newfoundland. On December 26 she broke in two and sank after the officers and the crew had left in lifeboats.

The U. S. Navy rescued 36 with the "Blue Jacket", while the Finnish freighter "Orion" took care of seven. Unfortunately, the Oklahoma, bound for Baltimore, carried thousands of sacks of Swedish mail of all kinds and all of it was lost. So if you did not get an expected communication from a dear friend over here, this might explain the deficiency. My own loss was some thirty letters.

SWEDEN. An anticipated lively stamp year begins with special stamps depicting male and female skiing at the World Championships to be held at Falun and Are during February and March next.

With the rescinding of regulations governing the international mail stamp colors by the UPU, some changes are to be made which will make for more appropriate and artistic colors for Sweden's stamps. In the offing are changes of the 10 ore from green to brown, 250 from red to blue; 300 from brown to red; and 400 from blue to olive.

For the "middle values", 500 to 900, a new design depicting the rock-carvings of the Vikings by the artist Jurgen von Konow was accepted in a recent postage stamp design contest. Further details are lacking at the moment, but considering current postal rates 60, 75, 85 and 90 ore values might be expected for release in early fall.

1954 Edition Of Michel Catalog

One of the catalogs which specializes Germany to the satisfaction of nearly everyone is the Michel Briefmarken Katalog released recently in its 1954 edition. Produced and printed in Germany it is obtainable in the United States from Jacob Habib, 1407 Sheridan Ave., New York 56, N. Y. at \$1.50 per copy postpaid.

To get the greatest benefit from the Michel one must have a good fundamental grasp of philatelic German. However, the book does contain a glossary in five languages (German, English, French, Spanish and Portuguese) which eliminates a number of the difficulties of the foreign language to an English speaking only user.

The text deals in a specialized manner with all the postage stamps of Germany and its postal territories, inclusive of war stamps, former colonies, locals, semi-official airmails (a new section), Danzig, Memel, and Saar Territory. Varieties are adequately described by informative text and in many cases by clear illustrations which highlight the variations from normal.

Pricing is said to be at the world market levels uninfluenced by any stocks of stamps which the publisher might have. The publishing firm does not handle stamps.

The 280 pages are bound between card covers with a cloth spine.

Hall President Of New England ASDA

Frederick L. Hall will be the president of the New England Chapter of the American Stamp Dealers Assn. in 1954. He and other officers were chosen at the annual business meeting of the group. Samuel L. Stone is vice president; Bruce G. Daniels treasurer; and Frederick P. Risteen, 26 Swallow Dr., Newton Lower Falls 62, Mass., secretary.

Samuel C. Paige was named to the chairmanship of the chapter's fourth annual show which is usually held in the early fall.

EXHIBITION DATES

- Jan. 30-31—Cleveland Stamp Club, Hollenden Hotel, Cleveland, Ohio.
- Feb. 20-21—Columbus Philatelic Club, Southern Hotel, Columbus, Ohio.
- Feb. 27-28—Michigan Stamp Club, Tuller Hotel, Arabian Room, Detroit, Mich.
- Feb. 27-28—Fox Valley Stamp and Coin Club, YMCA, Aurora, Ill.
- March 5-7—Polonus Philatelic Society, Polish Falcons Hall, 1062 N. Ashland Ave., Chicago, Ill.
- March 6-7—North West Stamp Club, Knights of Columbus Hall, 13500 Leasure at Grand River, Detroit, Mich.
- March 6-7—Springfield Stamp Society, Towne Rooms, Hotel Bancroft, Springfield, Ohio.
- March 26-28—Fifth Annual Rocky Mountain Exhibition, Shirley-Savoy Hotel, Denver, Colo.
- April 2, 3—Ye Olde King's Highway Stamp Club, Stamford, Conn.
- April 2-4—Garfield-Perry Stamp Club, Allerton Hotel, Cleveland, Ohio.
- April 10, 11—Tri-State Federation of Stamp Clubs, Terre Haute House, Terre Haute, Ind., Wabash Valley Stamp Club hosts.

BRITISH EMPIRE CHATTER

HENRY M. FRIEDMAN
Box 21, Planetarium Sta.,
New York 24, N. Y.

JAMAICA. This colony has always been popular and many of the George VI stamps are quite scarce. The 1949 3 pence stamp No. 121 has just been increased in price by Gibbons and is rather difficult to find. Fyndem in Stamp Collecting (London) says that this stamp will go up again and it is this week's "Good Fynd".

The Royal Visit stamp of Jamaica is quite scarce and many orders from dealers were cut by the Crown Agents. Another Jamaica stamp that looks good is the Pound value issued in 1949 and which is still available at under \$4.00.

CROWN AGENTS. Many inquiries are received from collectors who desire to buy mint British Colonial stamps from the Crown Agents. They sell mint stamps only to approved dealers, and charge a fee of 1/4%, with a minimum of \$1.50 for each colony on each order. The colonies request stamps from the Colonial Office, who must approve of same. After their approval, the request is sent to the Crown Agents who order the stamps.

They send part to the colony and retain some for sale to approved dealers. I cannot understand why dealers must pay a charge for the privilege of buying stamps that are not used for postal service. This charge eventually is paid by the collector and should be eliminated or charged to the colony.

The Crown Agents have nothing to do with the approval of stamps, and if you desire to protest against the exploitation of collectors by the issuance of not needed high value stamps, you should write to the Colonial Office, Whitehall, London, England. If enough protests are received, they may stop approval of Pound value stamps for the sole use of Penguins.

NEW ZEALAND. All New Zealand stamps are popular and in demand. The 1925 Dunedin Exhibition issue is really scarce, especially for the four pence value. The entire set looks good and should advance in price.

COMMONWEALTH CATALOGUE. The 1954 edition of this catalogue is again an advance sell out and there has been no announcement of a reprinting. However, it is still available from some American dealers and Alex. A. Jason, of 911 Tenth St., N. W., Grand Rapids 4, Mich., advises that he has a supply available at the original issue price.

CANADA. Some of the coil stamps, No. 126, 128 and 130, were released in full sheets, before cutting into coils, so that blocks could be obtained imperforate X perf 8. These blocks are scarcer than the catalogue price would indicate. They are listed and priced as "A" varieties.

While the printing of the regular coils run into many millions, (154,435,000 of the 2c.) the number actually released in sheet form was quite small. The official figures are 1c (No. 126) 102,200, 2c (No. 128) 102,200 and only 2,200 of the 3c (No. 130). The scarcity of these stamps in pairs or blocks, imperforate between, will eventually be recognized and priced accordingly.

Study Of Canal Zone Booklet Panes, Error

A brochure of especial interest to collectors of Canal Zone issues and of Booklet Panes has been published by the Canal Zone Study Group for its members and members of the Booklet Pane Society. It can be purchased by others at one dollar per copy from the Group, 7317 Alaska Ave., N. W., Washington 12, D. C.

The publication is titled "Canal Zone Booklets and A Unique Canal Zone Error". The first section has been written by Lt. Col. James T. DeVoss, the latter by Edward S. Conger.

Lt. Col. DeVoss has taken a look at the booklet pane issues of the "Zone" from their very beginning on. Some of the early history dealing with their origination and production start his observations, which then continue very readably through the modern issues.

Mr. Conger writes about the search for and the discovery of the 1909-21 1c green and black with the vignette and type 1 overprint inverted. This is a most interesting account of a modern day rare stamp discovery.

The 24 pages are well illustrated with information-giving photographs. The brochure will take its place as an important reference piece in philatelic libraries.

Additional Three Slogans Announced

Slogan cancellations authorized by the Post Office Department for use in several cities at various times this year have been listed. The themes are varied and are:

"Illinois College 125th Anniversary" at Jacksonville, Ill. from August 15 through January 15, 1955.

"Chenao Centennial" at Chenao, Ill. from February 1 through August 1.

"Support Goodwill" at Washington, D. C. until February 28.

Impressions can be gotten on addressed postal cards or envelopes. The envelopes must bear 3c in stamps and contain a stuffer. These must then be sent to the respective postmasters with the request for the slogan cancellation.

Detroit Club Offers 20th Annual Show

The North West Stamp Society will hold its 20th Anniversary Exhibition and Bourse in conjunction with the Scandinavian Collectors Club on March 6 and 7 at the Knights of Columbus Hall, 13500 Leasure at Grand River Ave. in Detroit, Mich.

Wilmon Osborn, 12872 Strathmore, Detroit 27, is in charge of frames, assisted by H. Short, Al Ford and Ed Bozeman. John Seidelman, 14456 Archdale, Detroit 27, has charge of the bourse tables.

There will be over 250 frames of stamp and cover exhibits by collectors of both clubs. A number of leading dealers will also be on hand to serve collectors.

AUCTIONS

Jan. 25-27—H. R. Harmer, Inc., 32 E. 57th St., New York 22, N. Y. A valuable collection of British Commonwealth.

Jan. 26—Martin Sellinger, 116 Nassau St., New York 38, N. Y. France, Colonies inc. proofs, Europe, Wholesale.

Jan. 28-30—J. & H. Stojow, 50 W. 46th St., New York 36, N. Y. United States, British Empire, General, Collections.

Feb. 1—H. B. Zeitlin, 1795-L Riverside Dr., New York 34, N. Y. British Empire, Paris Balloon Covers, General.

Feb. 2—John W. Nicklin, 110 W. 42nd St., New York 36, N. Y. U. S., Brazil, airmails, Middle East Countries.

Feb. 3—Hobbs Stamp Co., 38 Park Row, New York 38, N. Y. United States mint and used, General Foreign.

Feb. 9-11—Billig & Rich, Inc., 55 W. 42nd St., New York 36, N. Y. U. S., British Empire, Latin America, General.

Feb. 15-17—H. R. Harmer, Inc., 32 E. 57th St., New York 22, N. Y. A general offering of postage stamps of the world.

Feb. 16-18—Jack Kantor-Kent Stamp Co., 505 Fifth Ave., New York 17, U. S., British Empire, General, Stationery.

Feb. 19—Herman Herz, Jr., Shrub Oak, N. Y. United States mint and used, British North America, Literature.

Feb. 19-20—Max Pool, 41 W. 86th St., New York 24, N. Y. United States, Foreign, Airmail, Country Lots.

Feb. 22—Murray Simmcock & Co., P. O. Box 4084, Norm. Br., Miami Beach 41, Fla. U. S. & Post. incl. sheets and Wholesale.

Feb. 23-25—H. R. Harmer, Inc., 32 E. 57th St., New York 22, N. Y. Air Post stamps of the world.

March 2-3—H. R. Harmer, Inc., 32 E. 57th St., New York 22, N. Y. A sale of United States exclusively.

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Precancel NEWS

Kenneth M. Gierhart
P. O. Box 381
Baltimore, Ohio

OUR CANADIAN PROBLEM

Some time ago, after making Canadian notes in several previous issues we received a note from a collector friend on some Canadian precancels about which we had no information. This collector had bought a collection of Canadian precancels and in it were some NUMBER items marked "Experimental". So our inquiry finally brought us to what we think is the right answer.

Mr. Eugene Benoit of Bedford, Quebec kindly lent us a copy of "Popular Stamps," a Canadian publication and in Vol. XI No. 3 issue 100 there is the answer. The writer Edward Goodale tells the story in so many words.

"In June 1931 the Post Office Department decided to precancel stamps by the P. O. Money Order number assigned to the office issuing the stamps. Toronto and Woodstock were two of the first offices to have the One Cent green precancelled by number. The question of precancelling carmine stamps came up and trial sheets (one we hope) were made with the Winnipeg plate and the Beamsville plate which were evidently going through that day. A print of two or three other numbers was also made on the Three Cent carmine (Hoover 109). All these sheets were turned over to the Philatelic Branch. The Philatelic Branch of the Post Office Department sold precancelled stamps about 1926-27 so sometime after 1931 a hopeful precancel collector asked there if any of the old issues were on hand and was able to buy these proof printings at face."

Mr. Goodale goes on to try to prove that these stamps were only proofs and as such should not have the recognition that they enjoy in the catalog. Perhaps he is right but on the other hand if the stamps were sold over the window they surely had some claim to being genuine and the title as told above does justify their being called "Experimentals" which they surely seem to be.

We want to thank all other Canadian collectors who wrote us and helped us in our endeavor. This of course is not news to a few but to a lot of collectors it is and we hope that we have sharpened interest in this fine field of precancel philately. It still seems that there is room for research here as Mr. Goodale in a statement says. "A print of two or three other numbers was also made on the Three Cent carmine." (Hoover-109).

Brazil joined several other nations in the issuing of commemoratives for the 300th anniversary of the birth of Jean Baptiste de la Salle.

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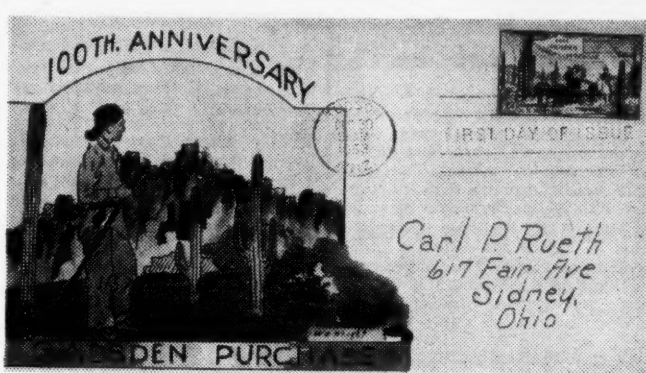
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A definitive issue of stamps for the Saar under French administration appeared in 1947.

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ATTRACTIVE FIRST DAY COVER. The cachet on this cover postmarked on the first day of the Gadsden Purchase stamp is hand drawn and water colored. It is the original work of William N. Wright, 1365 Jefferson Ave., Ogden, Utah. Mr. Wright has built up a clientele for these hand drawn covers, having produced them for several years past.

I Attended America's First H. P. O. Inaugural

Bryant Alden Long

It was a dark and misty dawn on Monday February 10, 1941 when — as a young Railway Mail Service substitute — I joined the little knot of official spectators in the deepest sub-basement of the Washington D. C. Post Office to watch America's first Highway Post Office prepare to leave for Harrisonburg, Virginia on its inaugural journey. I knew, even as I stood there, the we were making history that day. And the record seems clear, from every known fact, that I am the only member of any H.P.O. society today who was there; for there were no collectors or members of the public on hand at Washington. Despite considerable advance newspaper publicity, the citizenry of the city were most conspicuously absent.

Of course, the time and place had much to do with the sparse attendance. It was 5:30 a.m. at leaving time, still pitch dark, and the post office basements are not open to the public; yet I do not recall any spectators at all bothering to wait at the driveway-exit for the H.P.O. to emerge.

As for me, I had simply come to work about 2½ hours early; I was due on duty in the Washington Terminal R.P.O. upstairs at 7:30. I had come into the R.M.S. a year and a half before, by particular choice, in 1939 — the same year the first H.P.O. authorization bill was finally vetoed by President Roosevelt.

The sorting of mail on trains and buses and its routing by geographic location had always fascinated me; and I knew it was the job for me, particularly as the impending advent of the interesting new "bus post offices" loomed nearer and nearer in 1940 as legislation was finally approved.

So, when the R.M.S. (now the P.T.S.) was given the job of operating the new routes and the first one was authorized out of Washington, I gladly sacrificed some sleep to be on hand. I was in distinguished company; for beholding the spruce streamlined red-blue-and-silver White bus along with me were General Supt. John D. Hardy of the entire Railway Mail Service, the Division and District officials, other high postal officers, and news reporters with cameras and flash bulbs.

Even the Second Assistant Postmaster General himself, Mr. Hardy's superior, was there; he lived in my nearby home town of Hyattsville, Md. and like Mr. Hardy was once an R.M.S. clerk — the Honorable Smith W. Purdum, whose red-haired daughter and I went to school together. Four clerks were busily sorting letters and covers.

The busy scene reminded me of some of the elaborate preparations that had been made for many days previous to the actual event. The new bus had been contracted for and delivered to the Washington office at least two weeks before; and the route mapped out to largely parallel the Washington & Lexington R.P.O. on the Southern Railway, whose three daily round trips of service had been cut to one, some time ago, by the railroad.

On January 30, President Roosevelt's birthday, the new H.P.O. bus had been presented before the White House for his inspection; and he mailed the "first letter" in it as photos were snapped by the press. It has never been disclosed what cancellation was applied to this letter — or whether it was dispatched to destination at once, returned to the President, or held

11 days for the first trip. On February 7 the vehicle was again posed, in front of the Capitol; and Postmaster General Walker, Senator Byrd, Vice President Wallace, and other members of Congress likewise deposited letters in it. The next day, I managed to take a photo of it myself.



The clerks who made the first run on the first trip of an H.P.O. in the United States are shown above at the door of the bus. They are O. E. Lisky (left) and L. H. Grove.

Now it was 5 a.m. on the big day itself; and I watched as Gen. Supt. Hardy entered the vehicle to officially distribute the first mail. The two regular clerks were C. C. Peters and O. R. Lisky of the Wash. & Lex. rail route, while two additional ones were loaned from the Wash. & Atlanta R.P.O. to handle the mountain of first-day mail — C. M. Dellinger and L.H. Grove.

The quantity of mail can well be imagined; for all the regular mail of the day destined for the local points enroute was duly handled, plus the local exchanges, in addition to the thousands of collectors' covers that had been sent in. Someone was handing out some cacheted envelopes (long business size) with a map of the route printed in black in a large rectangle at the left; and, like others, I put a plain 3c stamp on it and handed it in for cancellation. They must have been nearly out of stamp-pad ink when they finally post-marked it, for the cancel came back extremely faint although quite legible; and I later learned that these cachets for the first route were prepared privately by A. L. Van Horn of the P.O. Dept. at his own expense. (He must have learned soon afterwards that collectors use a different size envelope; for the later cachets he designed similarly for the next two routes that year were on standard cover envelopes, likewise bearing maps of the routes.)

While there was no official cachet, the cancellation was the first

transit postmark in history to include the words "FIRST TRIP" — and the last one, until our fourth H.P.O. was started 5½ years later.

Outside the colorful vehicle bore the words "UNITED STATES MAIL — HIGHWAY POST OFFICE;" while a peek inside showed brand-new interior fittings neatly painted in light green. Clerks were busily sorting letters in the some 120 pigeonholes in the case, cancelling stacks of covers, and throwing off bundles of outgoing mail into the pouches in the rack while big "safety belts" held them firm to guard against the swaying of the bus on the highway.

There was a neat washroom, and a built-in thermos compartment to hold eatables; the driver of the bus was H. L. Naylor, formerly a mail-truck operator on the Washington Motor Routes serving Southern Maryland clear down to Point Lookout, in a vast area still without H.P.O. or R.P.O. service. The bus, a White Model 788, was remarkably streamlined and had an under-floor engine. Peters, who hailed from Harrisonburg, was clerk-in-charge. There were no ceremonies or speeches.

Now it was the zero hour — five-thirty! Naylor had warmed up his motor, and now he stepped on the gas and the big bus started for the exit as we all cheered and bade the busy mail-slingers goodbye. I raced after the H.P.O. to the outer doorway, and watched it turn abruptly into North Capitol St. and disappear in the gloom of the dawn.

Our little group quickly dispersed and somehow I occupied my time until I "hit the clock" two hours later. It was hard to keep my mind on the South Carolina parcels or Virginia circulars which I sorted out to directs and R.P.O. connections in the big Terminal upstairs that day. Off duty at 4 p.m., I stayed in the city for supper and returned to the post office to await the H.P.O.'s arrival.

Right on schedule, it showed up! As it ground to a stop in the sub-basement, I greeted Lisky and Grove at the door and asked them if I might snap a quick photo of them and their "new pony express" as the Washington Post had called it. Tired, but most cordial, they gladly agreed; and with a flash bulb and box camera, I finally got the souvenir view (shown above) I was unable to obtain in the confusion and sudden departure of the morning, and which I still cherish highly.

They were glad to tell me about their trip. Despite the inauspicious departure from Washington without public recognition, cheering crowds greeted the bus at nearly every other stop enroute — augmented by brass bands and special receptions! Bug-eyed school children were conducted thru it in many cases.

First, they had served the adjacent suburban metropolis of Arlington, Va., a combination country and city which is an amalgamation of many smaller earlier suburbs like Clarendon, Ballston, and Rosslyn; it was the first time in history any R.P.O. or H.P.O. had served the Arlington post office.

Historic Fairfax was next, for the fast growing intermediate suburb of Falls Church was not added to the route until later. Then came Middleburg, famous for its fine horses, beautiful estates, private race courses and for hunting. A restaurant here treated the crew and spectators to coffee and pastries, the crew including several of the officials (such as Mr. Purdum) who made the entire trip. Next, they pulled into Marshall, home of John Marshall for whom it was named. Along here the bus traversed U. S. Route 50 which was

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Explain Cover Deal Deficit

The elaborate observance which had been planned for the 50th Anniversary of Powered Flight at the Kill Devil Hill Monument at Kitty Hawk, N. C. for the four days previous to and including December 17, the actual anniversary date, was marred somewhat by extremely foul and unpleasant weather. The weather was so bad on December 14 that the ceremonies had to be cancelled on that date.

These unanticipated weather disturbances also served to curtail the philatelic aspects of the observance which had been jointly planned by the Air Force Association and the American Air Mail Society. It was planned to have Jet planes carry souvenir covers from Dayton and possibly other points on each of the four days of the ceremonies. It was hoped that arrangements could be made for the Air services of both Canada and Great Britain to participate along with that of the United States. Collectors were advised in a notice released early in December that "ready to go" covers could be sent to Wing Commander Norman Miller for dispatch via the jet flight from Dayton, Ohio to Kitty Hawk, scheduled for December 14.

Because of the unfavorable weather no flight was made on December 14, but on the next day December 15 Air Force Lieut. Murphy, accompanied by Wing Commander Miller brought 3836 pieces from Dayton to Elizabeth City, N. C. which mail was transferred to a Coast Guard Helicopter and flown to the Kitty Hawk Monument site. It is not possible for jet planes to land at Kitty Hawk.

These covers had been flown "out of the mail" from Dayton to Kitty Hawk and upon arrival were face postmarked at the Kill Devil Hills, N. C. post office, the nearest present post office to the site of the Wright Brothers original flight, at 11 a. m. They later received the postal cancellation of Kitty Hawk, N. C. on the reverse, dated December 17, as a commemorative tie-in with the actual 50th Anniversary date.

The original release covering this observance stated that Mrs. Helen M. Ross, of New Jersey, acting in cooperation with the sponsoring agencies, would endeavor to secure and provide four flown covers incident to these events and that interested collectors could send \$1 to her if such covers were desired. In connection with this arrangement, a return Jet flight was made from Kitty Hawk to Dayton on December 15 in the same plane which had brought the mail from Dayton. Some 600 covers, cancelled at Kitty Hawk, N. C. were taken by helicopter to Elizabeth City and thence flown by Jet plane to Dayton where they arrived the same afternoon. These were backstamped the next day with the General Delivery marking of Dayton, Ohio.

A third cover was dispatched from Norfolk, Va. on December 17, the anniversary date itself, via Capital Airlines, the certificated carrier which serves Elizabeth City, N. C., the city with a nearest modern airport to Kitty Hawk. It was intended that these covers would be delivered by Coast Guard Helicopter from Elizabeth City to Kitty Hawk. However, due to storms north of Norfolk this plane was two hours behind schedule in leaving Norfolk and thus arrived at Elizabeth City after dark and helicopter transfer to Kitty Hawk was impossible. These covers were delivered by Motor courier in a locked pouch directly to Kitty Hawk where they received the backstamp of December 17. Some 600 examples were carried.

Because of the cancellation of the Jet Flight on December 14 it was decided to substitute a parachute drop of mail at the exact time and place of the Wright Brothers Flight which had occurred 50 years earlier. This flight was executed by a plane of the United States Naval Reserve stationed at Norfolk under command of Capt. Alvin O. Preil; however bumpy air close to the ground prevented the drop of mail and covers after being flown over

the crowd and monument returned to Norfolk where they were postmarked on their face at the Naval Air Station of the Norfolk, Va. post office at 4:30 P. M. December 17. Again, a total of 600 covers were carried.

It was hoped that the Air Forces of both Canada and Great Britain would participate in these ceremonies and flights. No such participation was made by Canada; however a British Canberra jet plane flew the Atlantic, stopping once en route at Gander, Newfoundland, tarrying there for two hours in order that its arrival might be at the height of the Kitty Hawk ceremonies. The plane and crew was the same Canberra Jet that had several weeks earlier established a record for a flight from Great Britain to New Zealand.

This plane brought 100 covers to Kitty Hawk, cancelled originally in London, and enroute at Lisburn, Northern Ireland at 6:15 P. M. December 16; they were backstamped at Kitty Hawk on December 17 in the afternoon. Although strenuous advance efforts had been made, the Air Force Association was unable to arrange for more than 100 covers to be carried by this flight and, of course protocol required that a number of these be presented to distinguished guests, dignitaries of the Armed Forces, pilots and officials of the Kitty Hawk Anniversary celebrations.

The remaining 45 covers were made available to the American Air Mail Society, and in the interest of a completely fair and equitable distribution, it has been decided that these should be allotted to the first 45 persons who ordered the sets of covers originally offered through Mrs. Ross. Individuals, if among the first 45, who ordered more than one set of covers, will not receive more than one Canberra cover. These covers will be distributed, to the extent available, without any extra payment or charge. Because of the cancellation of the flight on Dec. 14 Mrs. Ross will distribute covers somewhat different than those originally planned—namely those described herein—to the remaining collectors who forwarded her \$1 for this service, but will still provide four covers.

It is believed that these four covers constitute interesting souvenirs of a most historic occasion; however Mrs. Ross wishes it to be known that prompt and complete refund of the \$1 paid will be made to any collector who is not completely satisfied with the service rendered in this connection.

Dealer ★ Doings

Topical, postal stationery, revenues and Italian specialists, as well as those wanting to keep a general collection up to date will find much of interest in a new priced check list of Italian-area stamps, covers and maximum cards. It is sent for six cents in stamps by Pierson Ostrow, P. O. Box 121, Elizabeth, N. J. Many choice items in the several fields are offered.

A 1954 Price List which has stamps of the United States, Canada and Newfoundland is listed as available from John B. Kilton, 109 Empire St., Providence 3, R. I. The selling price is 10c which is refundable on the first order from material in its pages. Items are mint and used, in blocks, and plate blocks. When writing for a copy mention Linn's Weekly.

Minkus Publications, 116 W. 32nd St., New York 1, N. Y. now has supplements for their American Plate Block, Commemorative, and the All American Albums for the stamps of 1953. These can be purchased at the Gimbel Stamp Departments in New York, Philadelphia and Milwaukee, at Marshall Field in Chicago, Kaufman's in Pittsburgh and Rich's in Atlanta or the above address.

POSTAL STATIONERY COLLECTORS

One of the first Postal Stationery Catalogs in many years is the Authoritative and Comprehensive

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LINN PHILATELIC PRODUCTS

P. O. BOX 29

SIDNEY, OHIO

Directory Handy For Many Hobbies

Many persons have more than one hobby which they pursue seasonally or the year round with varying degrees of zest. Sometimes this interest is governed by how easily gotten are the tools or supplies with which they engage in it.

Just published is a directory which lists over 300 different categories of avocational activities and the firms in each which have the books, accessories and materials for the successful enjoyment of them. It is the product of Hobby-Homecraft Publishers, 1027 N. Main St., Sidney, Ohio with a selling price of one dollar per copy postpaid.

Some of the more popular departments are Antiques, Art, Supplies, Automotive, Books, Ceramics, Coins, Fishing, Furniture, Gardening, Lapidary, Guns, Leather, Miniatures, Photography, Railroad, Stamps, Tools, Woodworking and Writing, and hundreds of others.

Over 1550 dealers are to be found together with their offers. Among these advertisers are 212 of them who will allow a one dollar credit against a certain amount of purchase if the coupon in the directory is used in writing to them. The hobbyist thereby gets back his original dollar investment in a copy of the "Hobby-Homecraft Directory".

Stamp Bourse At Newark January 30

The Newark Stamp Bourse of the North Jersey Stamp Dealers' Association will open its 1954 Program with a floor auction, a feature of the Saturday, January 30 bourse session, to be held from 11 a. m. to 9 p. m. at the Continental meeting hall at 984 Broad St., Newark, N. J.

The auction will consist of choice material donated by each of the dealers affiliated with the bourse and will be held promptly at 3 p. m. The bourse itself, which will be open throughout the day and evening, will feature offerings by affiliated dealers ranging from choice United States stamps, British Colonials, specialized Israel, Italian, Trieste, Vatican, maximum cards, etc. through general foreign. Both the general collector of modest means and the specialist with a "high-powered" want-list will find at the dealers' tables stamps for his particular needs.

Commem, Regular Issued By Japan

Japan was host to the World Speed Skating Championships at Sapporo on the Island of Hokkaido January 16 and 17 and for the occasion the nation issued a 10 yen commemorative. It pictures two skaters on a rink and was released on January 16.

Printing was by photogravure after a design conceived by Saburo Watanabe. Production was two million in sheets of 20 (5 x 4).

On January 20 a new design for an old denomination was made in the definitive issue. A change of design was given the 20y which pictures Konjiki-do of Chusonji Temple and some ornamentation. It too was printed in photogravure in an olive green color after a design by Yutaka Yoshida. Each sheet contains 100 stamps.

Australia Adds Dues Innovation

With the addition on August 26, 1953 of 7d, 2/- and 5/- denominations to the postage due set, the current range of values in Australia's series now comprises ½d, 1d, 1½d, 2d, 3d, 4d, 5d, 6d, 7d, 2/- and 5/-.

The Post Office Department recently decided however, that no further supplies of the 1½d would be printed but it will continue in use until present stocks are exhausted. The printing of this stamp was authorized in 1924 but in recent years has seen little demand.

Postage due stamps of Australia are bi-colors and are printed in two operations. The frame, which is common to all values, is printed from engraved plates, while the center figure of value is added by letterpress.

All current postage due stamps have the same frame design in a green color and, until the three new stamps were recently introduced indicated the value against a red ground. The new 7d stamp follows this same pattern but in regard to the 2/- and 5/- stamps, the figures are lined in red on a white ground so that they can be readily distinguished from 2d and 5d denominations.

Consideration is being given to extending this innovation to the 1/-.

SPECIAL EDITIONS

Various dealers will want to time some of their advertising to appear in conjunction with the special editions of Linn's Weekly Stamp News sponsored by different specialist groups. These editions are always the last one of each month and contain a splendid amount of information about the particular country or specialty.

The next four editions of a special nature are as follows:— February 22 — Philatelic Library Assn.

March 29—Collectors of Religion on Stamps Society.

April 26—International Society of Japanese Philatelists.

May 24—American Topical Association.

Further inquiries can be directed to this paper by interested dealers.

Clubs or societies agreeable to sponsoring a special edition can get the details on request.

Show At Aurora, Ill. In Late February

The Fox Valley Stamp and Coin Club will hold its second annual exhibition and bourse at the Y.M.C.A., Aurora, Ill. February 27 and 28.

To mark the occasion the club is sponsoring a printed cacheted envelope commemorating Aurora's first settler, Joseph McCarty. A charge of 10c per cover will be made. Requests and payments are to be sent to: Vern W. Graham, 644 Hartford Ave., Aurora, Ill.

I ATTENDED (Continued from page 11)

the old road traversed by Washington and Braddock in the French and Indian War, a stage highway from the port of Alexandria westward to Kentucky. Then came the sizeable town of Front Royal, a junction with the Hagerstown & Romanok R.P.O. on the N. & W. Ry. and an important county seat on the Shenandoah River. Here again cheering crowds greeted the bus, doubtless including workers from the big viscose plant and U. S. cavalry depot there.

Leaving here, the pioneer H.P.O. arrived at Strasburg, then a junction with the B & O's former Harpers Ferry & Strasburg R.P.O.

Fishers Hill, the next stop, was just a tiny place; its wooded crests contain well-preserved cannon pits and trenches from the Civil War with a monument to commemorate them. Then came Toms Brook, which gave the postal pioneers a warm and friendly reception, and which likewise was the site of an 1864 cavalry engagement. Woodstock, wildly greeting them, was founded in 1761 and is another county seat here in the beautiful Shenandoah Valley which this earliest H.P.O. traversed, as does the fa-

mous Skyline Drive.

At Edinburg, site of a 10-day battle involving Banks in 1862, their "cowboy postmaster" A.G. Carter joined the bus to ride the remaining distance. Next stop was New Market, at the junction of Highways 11 and 211, a tourist center famed for its caverns. Finally came little Lacey Springs, and then Harrisonburg itself. The clerks reported that the bus rode even smoother than an R.P.O. car, and that the safety belts were not needed at all.

The H.P.O. arrived at Harrisonburg right on schedule, at 11 a.m. Stirring speeches featured the ceremonies at the end of the run, here at this city which is the metropolis of the central Shenandoah Valley. Mr. Carter, from Edinburg, presented Mr. Purdum with a special pistol he had used when riding the Montana ranges in earlier life. Thousands of additional collectors' covers were taken on here, for postmarking on Trip 2, the return journey to be commenced soon after.

Harrisonburg was at that time a junction of the H.P.O. with the Wash. & Lex. route (as were Strasburg and Front Royal) and with star routes to Lexington and to Staunton on the C. & O's Washington & Cincinnati R.P.O. which still operate.

The return journey was a busy one, serving every intermediate town once more, but without special incident other than the cancelling of the huge bales of collectors' covers. Arrival at Washington, late that evening, was right on time; and the bus continued its operations the next day on the same schedule.

Of the two gay flags carried in front, on the first trip, one had been appropriated by some celebrant!

The clerks were put on a 6-day, 6-day-off schedule; and a few months afterwards, the Wash. & Lex. R.P.O. train was discontinued and the H.P.O. took over the entire distribution for the territory. As for the original bus itself, a 33 ft. one with aluminum body and chrome-finish rods and eight windows on each side, it served on the pioneer route faithfully and then was transferred to other routes, where at last report it was still giving good service.

The original route, too, is still in operation — like all but three of the 130 H.P.O. and R.P.O. Bus routes which have been established since that date. New, spacious bus-and-trailer units of the most modern design now furnish the service on the Washington & Harrisonburg H.P.O., which connects with two other H.P.O.'s and ten R.P.O.'s at Washington. Other changes have taken place, like the re-routing of the bus to skip Arlington and serve Falls Church, but our pioneer route still efficiently serves the entire western slope of the scenic Valley as well as the prosperous towns between it and our national capital.

BY POPULAR DEMAND

Ever since we announced the discontinuance of our various album pages and other Philatelic Products a year and a half ago, we have been continually besieged by users of these various products and especially of the various album pages to continue their production. Our Black pages, Cover pages and certain of the standard white pages have been so popular that our readers insist that we again supply them.

After giving this matter the full consideration necessary, we have concluded that we will again offer a line of album pages only. None of the other products will be revived. In offering the album pages we have improved all of them by more thorough standardizing them.

We are now offering these pages on heavier paper of finer quality for all of our White pages. In bringing back these pages we have tried to make the prices in keeping with current high paper and printing costs and believe that those who have used these pages in the past will approve of what we are now offering.

ALL NEW PAGES . . . IN DOLLAR PACKS

All pages offered are standard 11 x 8 1/2 inch size, punched with three holes to fit the standard three ring binder of this same size.

ECONOMY ALBUM PAGE—Printed on 20 lb. white bond paper with quadrille in grey. Pack of 75 pages. **\$1.00**

PERPETUAL ALBUM PAGES—Printed on 100 lb. book paper of fine quality, quadrille background in grey, round corners. Pack of 30 pages. **\$1.00**

BLACK ALBUM PAGES—Our famous Black Album Pages with quadrille background in white, heavy jet black paper. Pack of 35 pages. **\$1.00**

SILVER STREAK COVER PAGES—This page has been formerly at top of page has been omitted and a blank space left at top where you can letter in the type of covers you mount on these pages. Sold in packs of 25 pages round corners with 25 glassine interleaves. Enough to mount 100 covers. Pack of 25 pages. **\$1.00**

FAMOUS UNIT SYSTEM PAGES

All of these UNIT pages are now printed on heavy 100 lb. fine book stock. Making an ideal page that has strength and body, plus fine appearance.

UNIT A—With heading for U. S. AIRMAIL STAMPS. Pack of 50 pages. **\$1.00**

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UNIT P—With heading for U. S. POSTAGE STAMPS. Pack of 50 pages. **\$1.00**

UNIT X—A page with regular quadrille background in grey. Pack of 50 pages. **\$1.00**

GLASSINE INTERLEAVES

OUR GLASSINE INTERLEAVES for matching with all of above regular pages so that they will not hang out around the edges of your pages when put in albums. Fine quality glassine, punched to fit 11 x 8 1/2 ring binders. Pack of 100 pages. **\$1.00**

POSTAGE IS EXTRA

On all of the above items, postage is extra and shipping weight on each pack is 2 lbs. except glassine, which is 1 lb. If ordering more than one pack at a time be sure to enclose sufficient postage. If too much postage is enclosed, any overage will be returned to you enclosed in the package in a small envelope, marked "POSTAGE REFUND".

ADDRESS YOUR ORDERS TO:

LINN PHILATELIC PRODUCTS, BOX 29 SIDNEY, OHIO

Dealer's - Collector's & Trader's Mart

All classified advertising is set with first line in capitals, no other display

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ALL CLASSIFIED ADVERTISING CASH WITH COPY FROM EVERYONE.

ALL NEW ADVERTISERS MUST ESTABLISH CREDIT RATING PRIOR TO APPEARANCE OF AD.

When sending in classified copy be sure to state the heading under which you wish the advertisement to appear.

ATTENTION - ADVERTISERS

When submitting an ad for insertion in the classified columns, many advertisers fail to indicate which heading they prefer.

The following list is the complete coverage of headings available under which ads may be inserted. Please indicate your choice even though one or more of these headings do not appear in the current issue. There are 43 headings to choose from.

Accessories; Airmails; Airpost Stationery; Agents Wanted; Albums; Approvals; Auctions; Booklet Pages; British Empire; Coins & Currency; Collections; Covers; Exchange; First Day Covers; For Sale U. S.; For Sale Foreign; General; Latin America; Lots; Miscellaneous; Mixtures; New Issues; Packages; Plate Blocks; Plate No. Singles; Postal Stationery; Posters; Postmarks; Meters; Precancels, U. S. Precancels; Pricelists; Printing; Publications; Revenues; U. S. Revenues; Seals; Societies; Souvenir Sheets; Special Offers; Stamp Stores; Topicals; Wanted; Wantlists; Wholesale.

ACCESSORIES

WRITE FOR SAMPLES PROTECTIVE mounts. Protects stamps, dresses up collection. Also White Ace products. A. L. McClellan, 2711 Oak St., Shreveport, Louisiana. (13)

STEEL CABINETS PROTECT VALUABLE collections. 25¢ brings 44-page colored catalog and \$1.00 coupon. Homestead, Otisville 12, New York. (15)

STOCK SHEETS FOR 3 RING BINDERS \$2.11. Manila Tag 6 or 12 pockets, 12 for \$1.00. Same. Heavy Black Bristol 7 Transparent Acetate pockets 12 for \$2.00. Postage Extra. 2 lb. Dealers: Free Wholesale Price List of other Supplies. A. B. Garofalo, 2073 Matthews New York 62. (14)

STAMP PURCHASE BOOK. SPECIALLY ruled book for keeping inventory of your stamps. Keeps continuous record of your total collection, its cost, and your purchases from dealers. 110 pages. \$1.00. J. H. Kerr, Lewisburg, Pa. (19)

BRISTOL ALBUM PAGES QUADRILLED gray for 3 ring binder package 30 one dollar. Add 15¢ postage zone 4-8. Cash with order. Tryon Exchange, Box 4, Johnstown, New York. (14)

BIG 76 PAGE ILLUSTRATED CATALOGUE of Albums, Accessories, 20¢ (Deductible). Biggerstaff, 514 Circle, Burlington, N. C. (16)

ALBUMS, SUPPLIES, ALL MAKES. Discounts with every purchase. Gifts for new customers. Send 10¢ for our 75 page illustrated price list. Harry Smolins, Box L-288, Flushing, N. Y. (14)

CANADIAN STAMP ALBUM \$3.00. WRITE for folder. Mason, Port Dover, Ont., Canada. (16)

WHY PENCIL ADDRESS YOUR COVERS? "Kum Klen" address labels peel perfectly. Trial sheet dime. W. F. Ray, 426 Broadway, Clarkstown, W. Va. (14)

MAVE YOU TRIED THE BLUE RIBBON all plastic mount? See your dealer or send 50¢ for assorted packet. Harco, 3131 Lincoln Ave., Chicago 13, Ill. (14)

AIRMAIL

SEND \$1.00 TO \$5.00. RECEIVE \$5.00 Catalogue for each dollar in different used airmails. Keystone, 3201 Friendship Street, Philadelphia 49, Penna. (14)

USED AIRMAILS, WORLDWIDE VARIETY, sent on approval to adults. Elusive stamps, finest condition, lowest prices. Glass, 1831 Glenfield, Philadelphia 41, Pa. (24)

USED AIRS: VENEZUELA C1 to C16 \$1.25; Liberia C4 to C12 65 cents; Yugoslavia C42 75 cents; C50 to C53 \$2.20. G. V. Orban, Box 25, Bta. Y. Brooklyn 4, New York. Dealers: \$2.25. (14)

AIRPOST STATIONERY

10 DIFF. MINT AIRLETTERS \$1.00. LISTS free. Catalogue, \$1.25. New Issue Service. Lava, 854 Intervale, New York 89. (14)

APPROVALS

STAMPS OF UNITED STATES AND BRITISH Colonies on approval Mint or Used. Ernest Jennings, Westport, Conn. (14)

YOUR STAMP BUDGET LIMITED TO \$1 or \$2 monthly? If so—this is for you. Drop us a card for particulars. Kellen Stamp Co., L-112 Bailey Ave., Pittsburgh 11, Pa. (14)

INTERNATIONAL ALBUM COLLECTORS with either part #1 or Part #2. My approvals are made to fit these albums. Satisfaction guaranteed. Member SFA. Charles Bigler, 1833 W. 72nd Ave., Philadelphia 26, Penna. (14)

300 DIFFERENT INCLUDING LARGE Pictorial commemoratives 10¢, with discount approvals. Premiums. Free Postage. Gunning Stamp Service, 9124 86th Road, Woodhaven N. Y. (14)

1,000 VARIETIES MOUNTED BY COUNTRIES, including 45,000 different at 1¢ to 10¢ each, regardless of size! Snelders, Box 275, Seattle 11, Washington. (14)

FRENCH COLONIES 12,500 VARIETIES! Mounted alphabetically, chronologically. Attractively priced. Snelders, Box 275, Seattle 11, Washington. (14)

LIQUIDATION BARGAINS! UNSORTED Unmounted accumulations of better grade odds and ends at 2¢ each. Catalogue values ignored! Try them! You will want more! Snelders, Box 275, Seattle 11, Washington. (14)

GIANT APPROVALS. BOOK 500 PENNY stamps, 40 stamps 1½¢ up. 5 sets. Wahl's Stamp Exchange, 7088L Parragut, Chicago 31, Ill. (14)

FREE "ROOSEVELT MINIATURE SHEET" "Thanks to America from Earthquake victims of Ecuador" scarce limited to 500. Bargain approvals accompany. Guildstrom, Hillsdale 3, New Jersey. (14)

LET'S GET ACQUAINTED Like to receive fine approvals? Try our service. Quality material - fine singles - sets - old and new issues - attractively priced - valuable coupons. Premium with first selection. Mention Linn's for additional premium. Green & Company, Norwood 12, Ohio. (14)

GERMANY - COLONIES - OFFICES - States - Affiliates. Singles, Sets - Mostly 1/2 - 1/3 catalogue. Request better grade approvals - 12 page price list. Myer, 2814 1/2 Van Zandt Ave., Little Neck, N. Y. (14)

300 DIFFERENT LATIN-AMERICA 25¢. ASK for Mammoth Packet List FREE. Snopceppach, Box 168, Riverside, Calif. (14)

GOOD APPROVALS FOR GENERAL Collectors. Reasonable prices. State Stamps, 120 Thompson St., Poughkeepsie, N.Y. (14)

APPROVALS

NETHERLANDS 245-61. THIS BEAUTIFUL mint set contains 17 colorful stamps picturing 10 personalities, prancing horses, trees and swans. Only 10¢ with approvals of sets priced right for the general collector. Matthew Bennett, 2995 Cortland, Detroit, Michigan. (14)

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"LIBERIA'S MOLLY PITCHER" STAMPS - a handsome set (301-304) honoring Matilda Newport, fighting patriot. Brilliant, glowing bi-colors. Yours for a dime, with approvals! Wm. H. Armstrong, Spotswood 2, Decatur, Ala. (14)

30,000 VARIETIES 10-25¢ BY COUNTRIES. Leo Kusmierz, 6574 Willette Detroit 10, Mich. (14)

TRIANGLES AND ODD COUNTRIES ON approval. Leo Kusmierz, 6574 Willette, Detroit 10, Mich. (14)

UNITED STATES AND FOREIGN STAMPS. On Approval. Fair Prices. J. C. Robinson, 1807 High St., Portsmouth, Ohio. (14)

FREE GIFT WHEN YOU REQUEST OUR low-priced bargain approvals. Hearst, 22 Mohawk Trail, Greenfield, Mass. (14)

SELECT STAMPS, SELDOM SEEN ON APPROVAL. Postcard: John Tiley, Craft Press Building, Chambersburg, Pa. today. (14)

START YOUR OWN STAMP BUSINESS. Send for Free Circular. Donald Shepherd, Box 1147, Chicago. (14)

MINT PAPUA CORONATIONS (118-21) Complete, 10¢ to applicants requesting mint foreign approvals in complete sets at 55-75% discount off catalogue. L. Fullman, 5616 Chew Ave., Philadelphia 38, Pa. (14)

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FINE VARIETY, FINE STAMPS ON APPROVAL for beginners and advanced general collectors. Write: Agnes Norco, Casco, Wis. (14)

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70% OFF CATALOG - MINT COMPLETS. Mayer, Box 388-L, Jackson Heights, N. Y. (19)

BEST APPROVALS? WERE TOO MOD-est to say so, but many customers say it of our Big Book approvals by countries. Neat, orderly, prices right. References, please. Benedict Associates, Box 472, Fresno, Calif. (14)

ISRAEL 50 DIFFERENT \$1.05. (NO APPROVALS) Hoffmann, 6840-42 Parrish, Cincinnati 24, Ohio. (19)

GERMANY HINDENBURGS. C87-88, CAT. 55¢ with approvals. Kelly, 51 Holbrook, B-4, Detroit 12, Mich. (19)

FOR LIMITED TIME ONLY TO INTRO-duce our bargain approvals, we will send you a worth while packet of Canadian Pictorials for 10¢ to cover mailing. Send for this offer now. Rosemount Mountain Stamps, P.O. Box 168, Rutland B.C. Canada. (14)

GIFT AND COLORFUL APPROVALS. Ad-vice specialty. Shamrock Stamp Service, 2930 Harrison Ave., #2, Cincinnati 11, Ohio. (14)

FREE SURPRISE PACKET WITH AP-provals. Palsing, Dept. L, Alascadero, California. (14)

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BY FAR, OUR BEST OFFER! GERMANY 390 catalog 55¢ mint, 45¢ used. This topical souvenir sheet (showing horse racing) with First Day Cancellation is offered for only 10¢ to introduce to you our neat appearing and competitively priced approvals. Happy Hollow Stamp Co., 218 E. Third, Lexington, Kentucky. (14)

SELECTED COPIES OF USED U. S. COM-memoratives and airmails on approval. References and preferences please. Leslie J. Wiggins, Box 72-L, Guild, N. H. (14)

PENNY APPROVALS MOUNTED. BINRO, Dept. L3, Box 64, Kankakee, Illinois. (30)

"I'M IN PENNY PARADISE." THAT'S what you'll say when you receive my approvals. Advanced material included. Clarence Swanson, 5014 North Rockwell Street, Chicago 35, Illinois. (19)

PENNY APPROVALS. WRITE TODAY! James Vance, Box 342B, Newark, Ohio. (14)

APPROVALS

"BEING IS BELIEVING" YOUR MONEY can still buy twice as much. Send 10¢ and select 30¢ from over 75 attractive low priced sets. Don't pass up this generous offer. Drake Stamps, 4415 South Troy Street, Chicago 32, Ill. (22)

FRENCH EQUATORIAL AFRICA C31-33, giant pictorial airmails cataloguing \$1.85—yours for just 35¢! Approvals: French Colonies. Curtis Billingslea, Gomer 1, Texas. (22)

THE 4 UPU STAR STAMPS OF PARAGUAY, 269/273, mint and 50 different stamps—for only 10¢ to collectors requesting foreign approvals. Art Chamberlain, 621 Race, Scranton 9, Penna. (14)

300 DIFFERENT WORLD PLUS 53 SPACE different U. S. 25¢. Bargain! Approvals approval selection will accompany. C. Casto, Box 357, Dunbar, West Virginia. (16)

SPAIN PORTUGAL - COLONIES, LATIN America, 1/3 to 3/3 off list, booklets on approval. Refers to 15¢. Capenhill, 100 Poulney, Buffalo 15, New York. (16)

BEAUTIFUL BICOLORED SET OF 5 HUNGARIAN animal stamps 10¢ to new applicants for my personalized foreign approvals. K. N. Frenkl, 4804 48 Street, Woodside, N. Y. (16)

500 MIXED STAMPS, APPROVALS 10¢. Edward's, Box 9928, Philadelphia 36, Pa. (23)

TEN SHILLING STAMP! GREAT BRITAIN 251A only 10¢ to British Empire or General Approval Applicants. Carl Satter-ler, 822 34th Ave., Seattle 22, Washington. (14)

THOUSANDS FREE STAMPS GIVEN that cost to you. No coupons—just free stamps. Postal Card brings complete details, free sets and approvals. Gardner's, 7476 Archdale Avenue, Detroit 28, Michigan. (16)

NEW ZEALAND PRINCESS TRIANGLES! 45¢ value! 15¢ off requesting approvals. Vegter, 925 N. Johnson, Bay City, Mich. (17)

FRENCH COLONIAL APPROVALS. FREE GIFT! Russell's Stamp Exchange, Gilmer 2, Texas. (24)

GIGANTIC STAMP SURPRISE PACKET, contains hundreds, catalog value to 40¢. Send for this beautiful approval. Dresel, Box 270-M, New York 25, N. Y. (14)

ISRAEL #38-42 CATALOGS FOR 35¢ ONLY 5¢ to applicants for our fair priced approvals. S. Solter Company, Dept. L, 8975 National Blvd., Los Angeles 44, Calif. (17)

SWAMPED IS THE WORD!

"Due to your excellent paper, we can not keep up with the orders at the present time so we would ask that you postpone our ad for a time. We would like to postpone until February. By that time we hope to be completely under control again and all matters handled. Suppose we both will be receiving complaints about slowness of filling orders but frankly there are just so many hours in the day to work out from under this load of mail!"

(Original on file.)

FREE: BEAUTIFUL MINT SET WITH Approvals. Quality stamps, 44 Lincoln Avenue, Paterson 2, New Jersey. (17)

PRINCE EDWARD ISLAND 20¢. APPROV-als. J. Millihiser, 7724 Abbott, Pittsburgh 21, Pa. (17)

OUTSTANDING NEW TROPICAL FISH Triangles (33 colors!) 10¢ with approvals. Walter Sandberg, Whitehall, Mich. (17)

TERRIFIC COLLECTION—UNSURPASSED bargain! Animal stamps from Iml, Iceland fish, Gold Mining in British Guiana, Coat of Arms of Nyasaland, Croatian Imperforates, Spain, Red Cross. Flowers in natural colors from Congo, Colombia, San Marino. Many triangles. Multi-colored stamps. Reproduction of first U. S. stamp. Stamps honoring landing of Columbus. These plus a hundred others, only 50¢ to introduce our bargain approvals. Write to day. Wolverine stamp company, Dept. K22, Fruitport, Michigan. (14)

APPROVALS APPLICANTS WANTED U.S. or Foreign which you prefer. J and G Stamp Service, 557 Timpona Place, Bronx 55, N. Y. (18)

FREE - POWERFUL MAGNIFIER and perforation gauge with our first selection of approvals. Ask about our bonus plan. You'll be amazed. Pioneer Stamp Company, Dept. S-24, 2505 Vermont Avenue, Toledo 10, Ohio. (25)

CHRISTOPHER COLUMBUS MINT Bi-colors. Be first to get this beautiful set honoring the discoverer of America. This pictorial set of 10 stamps, including 5¢ stamp from St. Thomas and Principe for only 10¢ to approval applicants—U. S. or Foreign. Clark Stamp Company, Dept. K-43, Muskegon Heights, Michigan. (14)

50 DIFFERENT COLOMBIA, 20¢ WITH approvals. Grablin, Box 1111, Sioux City, Iowa. (17)

GIVE US A TRY. NAME COUNTRIES FOR approvals or lists. Cottage Stamp Co., Box 431, Grand Haven, Mich. (14)

AUSTRALIA NO. 218 CAT. 75¢ - ONLY 10¢ with approvals. Joseph L. Devanney, 7 Willie, Lowell, Mass. (18)

YOU WILL LIKE OUR GIFT PACKET. Send name now. Postal card will do. Drake's, Box 111, 11 South Troy Street, Chicago 32, Ill. (27)

TWELVE DIFFERENT TRIANGLES 5¢ with Penny-provals. Penny-proval Company, 22-10 New York Building, Saint Paul 1, Minnesota. (18)

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APPROVALS

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JAPAN GEISHA GIRL STAMP - 5¢. APPROVALS. Achin, 85 Arnold Road, North Attleboro, Mass. (18)

BRITISH AND FOREIGN SETS AND Singles medium and lower priced stamps. Surplus 15¢. Book 2. Packets, Serviss, W. H. Shearman, 515 Wilson Street, New Westminster, B. C. Canada. (23)

FREE, FOREIGN MIXTURE PACKET contains pictorial and many good stamps to applicants for low priced approvals. Fremont Thrasher, Macedon, N. Y. (14)

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BELGIUM B332-41 CATALOGUE \$1.24 THIS set 25¢ to collectors requesting our World Wide approvals. E. K. Koorog, 1095 East 54th St., Cleveland 3, Ohio. (14)

MONACO ROOSEVELT SET FREE WITH approvals. Sidney Wheeler, Stewartville, Minn. (18)

BRITISH EMPIRE

OLD SCARCE CANADA, NEWFOUND-land, Second, on approval. Slightly Imperfect, lowest prices. Wantlists filled. Rud Herzfeld, Clintonville, Newark 8, N. J. (14)

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PRETTY BRITISH COLONIALS FROM West Indies, Asia, Africa, Oceania. Consisting of pictorials, commemoratives, kingqueens, current, obsolete, 150¢ different \$1.00; 300 \$5.00; 500 \$5.00; 1000 \$15.00; 2000 \$50.00; or Mixture of 250, \$10.00; 1000 \$30.00; 2000, \$50.00; 5000, \$120.00. Enormous Catalog value. Alexander Stamp Service, B266, Georgia town 3, British Guiana. (21)

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WORLDWIDE JOB LOT MIXTURE, comm. Pictorial, Scarce single, rich in fine stamps of the better class and high value. No undesirable stamps are included. Made up specially to supply the stamp dealer with the right material most suitable for his trade. Usual asking price for a lot of this size is over \$10.00. My Special Price postpaid only \$3.50 for over 1000. Satisfaction guaranteed or refund. J. Chamberlain, 342 Candia Rd., Manchester, New Hampshire. (16)

ATTRACTIVE BOX WORLD ALL DIFFERENT Stamp sets for birthdays or holidays. 500 \$2.00; 1000 \$2.75; 2000 \$3.75. Klemm, 159 Renken Blvd., Franklin Square, New York. (16)

150 DIFF. U. S. Commems \$1.00
\$1.00 Cat. Value foreign \$2.00

5100 Crane Ave., Detroit 13, Mich. (21)

7 COMPL. SETS: SPAIN ZARAGOZA 1945

Issue, used 27 large and giant bicolorated stamps 20c to introduce my general personalized approvals: World Packets all diff. 1000-1.75; 2000-2.50; 3000-4.00; 5000-12.75. No approvals with packets unless requested. N. R. Mitchell, 6060-L Felix Ave., Richmond 9, Calif. (16)

\$1.00 CATALOGUE VALUE FOREIGN, \$1.00; 4 or less duplicates of any one stamp. \$23.00 cat. \$2.00, 6 dup. All stamps catalogued 5c up. V. J. Exchange, 2443 N. Ashland, Chicago 14, Ill. (15)

100 FOR \$1.00. ALL MY DUPLICATES. All different. Just as they come from my files. Chas. Keller, Mechanicsburg, Ohio. (16)

"OUTSTANDING LOTS" MINT U. S. & Foreign sheets. Filled Elbe Specialized stockbook with mostly used U. S. Foreign. Also small mixed U. S. Foreign lots. Some items 60% below retail. Enclose stamped reply my envelope for complete details. Hurry! Won't last long. Vernon Hermanson, 6218 No. Nordica Ave., Chicago 31, Ill. (16)

WOODY IS IN ICELAND. AND AS JACK Benny would say "Well!" As a comm. collector, my offer to service covers from Iceland for your excess mint U. S. commems at face really started something. Thanks. Have purchased more 1943-49 issues so can give it another go. A Special 7 cover, 20c, 4c, 6c, 8c, 10c, 12c, 14c, 16c, 18c, 20c, 22c, 24c, 26c, 28c, 30c, 32c, 34c, 36c, 38c, 40c, 42c, 44c, 46c, 48c, 50c. Can make 3 types with few dupes. Print name clearly. I'll furnish cover. (Same dealer for Canada and your Commems). L. S. M. Gillette, 932 AC&W Sqdn. APO #31, c/o P. M. New York. (16)

5 DIFF. CANADA, SCENIC COVER, LAT- ent club publication, all for 10c. Walter Allendorff, 48 Fairview, Kitchener, Ontario, Canada. (18)

GOING TO NAVY PACKETS 100 DIFFER- ent \$1.00 postpaid. U. S. Foreign mint, used. Davitt, Rt. 6, Box 436, Tacoma, Washington. (16)

TOPICALS

ALL EXPENSE TRIP TO 1954 DAYTON TOPEX may be yours if you join American Topical Association, only worldwide organization of topical philatelists. Same journal 35c. Details from Anthony L. Jacque, 785 North Cass Street, Milwaukee, Wisconsin. (23)

TOPICALS — A GREAT VARIETY OF subjects in packets and approvals. Send your topic to: Daniel P. Devitt, 235 Madison Street, Bristol, Penna. (17)

WANTLISTS

ARE YOU TIRED OF DEALERS RETURN- ing your wantlist advising they cannot supply? My stock of Latin America (only) is one of the largest anywhere. Send me the tough list. Bob Schwannke, 1502 Alger St., Saginaw, Michigan. (17)

WANTED

LARGE QUANTITIES 3c POSTAGE. ONLY 4% discount. Higher denominations 7%. Prompt Remittance. Plate Blocks, Incorporated, 3849 Grenshaw Chicago, Illinois. (16)

HIGHEST CASH PRICES PAID FOR stamps, Collections, accumulations and Dealers stock. Check by return air mail. A. Larsen, 1423 Cleveland, Racine, Wis. (16)

FINLAND PLATE NUMBER BLOCKS OF six mint, well centered. Have some for sale and U. S. mint to trade or will buy. Write first what you have, stating selling price. Carl P. Rueth, (APS, SPA), 617 Fair Ave., Sidney, Ohio. (16)

WANTED: CIGARETTE CARDS. WILL Buy or exchange stamps for cards. Charles Bray, East Bangor, Penna. (16)

WANTED UNUSED U. S. POSTAGE 3c Commems full sheets 3% discount. 8c to 12c - 7%. Instant payment for air, etc. Send list. Louis Rosenthal, Levittown, N. Y. (16)

U. S. FIRST DAY COVERS, STAMPS, FOR- eign or U. S. Collection wanted. Please send lots. Wm. Barr, 467 Onelda, Pittsburgh 11, Pa. (24)

WANTED — PLATE NO. SINGLES, USED. mint, current or old. Send for prompt check. Lot held intact for your acceptance. M. Milgram, 739 Dinton Street, Philadelphia 11, Pa. (16)

WANTED: DEALER'S STOCK, COLLEC- tions, precancels, coins, etc. Anything Philatelic or Numismatic. Write—W. Obermeyer, Amherst, Wis. (21)

ALL USED UNITED STATES STAMPS; postage, commems, dues, revenues, cut squares. Paying 22c per 100 large commems, 10c-100 803, 812, 816, 830, 831, 908, 937, 940. Helgeson, 5245 N. Oriole Ave., Chicago 31, Illinois. (22)

FULL FACE VALUE FOR MINT, GUM- med U. S. thru \$1.00, 6c airm, on any nationally advertised merchandise (latest models), razors, typewriters, watches, recorders, practically anything at regular fair trade prices. Send insured, Gilbert Kuehl, Alledo, Illinois. (16)

WANTED PLATE BLOCKS, STARTING with Pilgrims Issue (#548) thru 1948 issues. Also singles, plain blocks from Pilgrims thru Bicentennials, Parks, Famous Americans, Flags, Souvenir Sheets. Immediate Reply. Clarence Walker, Box 291, San Antonio, Texas. (16)

OHIO STAMPLESS COVERS, PICTORIAL Early Farm Machinery. Also Advertising HIVE & Honey Bee. Irvin Van Devier, Medina, Ohio. (17)

SOUTH DAKOTA PRECANCELS. BUY OR exchange. Price precancels sent. Julius G. Preheim, Freeman, So. Dakota. (17)

1888 PROPRIETARY BATTLESHIP REVE- nued with printed cancellations. Spot cash, any quantity. Donald Lighton, 1645 St. Charles Ave., Lakewood, Ohio. (17)

PAY \$3. LB. FOR U. S. COMMEMORAT- ions on paper. Scott, Box 292, Montclair, New Jersey. (22)

CASH FOR UNUSED U. S. POSTAGE stamps. 1/2c to 4 1/2c 4% discount, 5c to 10c including \$1.00 7% discount, 6c Airmails and 30c Special Delivery 8% Discount. Other stamp discounts quoted on request. Prompt remittance. Edward A. Livingstone, 690 River Road, Beaver, Pennsylvania. (16)

FLORIDA, NORSE-AMERICANS, WAL- lions, etc. U. S. First Day covers, also regular issues and commems before the above years. Send to us with best price or will make top offer. L. Dolin, 31 Park Row, NYC, 38. (16)

SELLING YOUR STAMPS? OFFER THESE to us. Our records show dealings from oldest U.S.A. dealer—Outright cash purchase or if desired, auction. Get more for your stamps! Write today. S. Serenian, 18 Park Row, New York 38. (16)

WANTED

FIRST DAY COVERS ONE EACH C18A. C18 for personal collection. Quote price before sending. Hamer, Riverview, Longmeadow, Mass. (16)

ZEPP C18, MINT AND FIRST DAY COV- ers. Dr. E. Smith, Fond du Lac, Wis. (25)

LARGE 3c COMMEMORATIVES AT 30c per hundred. Fagin, 3446 East Garfield, Phoenix, Arizona. (16)

PAYING 3.00 PER THOUSAND LARGE U. S. Commems. Reuben Klein, 605 Kappock, Riverdale 63, N. Y. (18)

WILL GIVE 1 MINT PLATE BLOCK FOR each cacheted FDC #910. Clarke, 700 Matianuck Ave., Windsor, Conn. (16)

WANTLISTS

BREAKING UP LARGE GENERAL COL- lection. Many 19th Century. Desire want lists. Phil-Cob, Box 542, Chatham, Mass. (16)

WHOLESALE

MAKE MORE MONEY! READ "STAMP Wholesaler" — World's Largest Magazine for the Stamp Dealer! Seven trial issues just \$1.00 to stamp dealers only. Stamp Wholesaler, Box 106, Burlington 8, Vermont. (16)

U. S. MINT PER 3. FOR BEST VALUES request wholesale list. C. M. Crane, 605 Garber St., Hollidaysburg, Pa. (16)

ISRAEL - FRENCH - BRITISH COLONIES. Hoffman, 6840-42 Parrish, Cincinnati 24, Ohio. (16)

DEALERS WRITE FOR OUR FREE Wholesale price list of Stamp and Coin Supplies. James, Incorporated, 300-G W. Main Street, Louisville 2, Kentucky. (16)

NEW 36 PAGE 1954 U. S. WHOLESALE price list just issued. Price 25c deductible from first order. Hy Bedrin, 116-L Nassau St., New York 38, N. Y. (16)

WHOLESALE PRICELIST OF FOREIGN Singles and sets sent to dealers. Kent Stamp Company, GPO, Box 87, Brooklyn, N. Y. (22)

ISRAEL WHOLESALE APPROVALS. ALMA Stamp Company, Box 884, Monterey, California. (17)

WHOLESALE APPROVALS FOR THE Small dealer. Request a selection today. Stovall, Box 177, New Baltimore, Michigan. (24)

OUR WHOLESALE PRICELISTS FREE. Universal Stampco, Inc., 110 East 23rd, New York 10. (16)

DENMARK, NORWAY, SWEDEN, WHOLE- sale price lists to dealers only. A. C. Jensen, 2022 Berwyn Ave., Chicago 25, Ill. (18)

PICTORIAL 5c & 10c SETS! TERRIFIC Sellers! 3 each of 24 different sets (total 72 sets). Retail over \$6.00! — Just \$2.00! Halay, 132-B West 63rd, New York 23. (16)

AMERPO SPONSORS
(Continued from page 1)

the clerks' national convention in October.

Such instalations would do much to overcome the serious effects that the over-extended flying of 3c mail has had on efficient mail service and on the morale of the expert clerks affected; the planning of unsorted State mails as well as city letters, and the "surplussing" of clerks who had ingeniously sorted city mails in transit (out to zones, by street and number!) to routine posts in a stationary terminal, have dealt blows in both areas of which the public is alas unaware.

When the rail, highway and air operations of the R.M.S. were consolidated to form the Postal Transportation Service on November 1, 1949, its personnel, now officially "postal transportation clerks" were occasionally furnished with new postmarkers reading "PTS" in the "killer" portion (used to obliterate the stamp) instead of "RMS" as heretofore — or blank killers, in the case of HPO's. The postmark portion of a typical cancellation still reads, as always, "N.Y. and CHICAGO - R.P.O." of whatever the two points may be at which the route terminates; for R.P.O. and H.P.O. lines are nearly always entitled in this manner, with the name of a third town added if necessary.

Collecting railway and highway post office covers is one of the simplest and least expensive, yet one of the most fascinating, phases of the entirely philatelic hobby.

Postmarks of any one of our current 470-odd R.P.O. lines and our 134 H.P.O. (or RPO Bus) routes may be obtained for only 6c each — or 4c, if you like postcards!

After obtaining a list of routes (only 20c, from this society), the collector need only address a note to the "Clerk-in-Charge on Duty, — and — R.P.O. (or HPO, or RPO Bus), via —, —"; he fills in the title of the route in the first two blanks, enters the proper type of vehicle (of the 3 shown), and enters the town and state at either terminus in the other two blanks. A stamped, addressed envelope or reply card is inserted in the outer envelope, together with a polite note requesting a good cancel.

The R.P.O. collector is never plagued by complex catalog listings, high-pressure sales tactics, and inability to cover a definite area (without paying exorbitant prices for scarce items), which harrass those specializing in other philatelic fields.

The RPO's and HPO's of a small state can be covered in full for less than a dollar, and a whole Division (15 of them cover the country) for just a few dollars.

Colorful "First Trip" H.P.O. covers are for the most part obtained from member-dealers for 10c to 20c each; and future ones can be sent for direct, of course, for the usual 6c. Most RPO Covers from discontinued lines, even certain street-car routes, can be

obtained by trading or for from 10c to 50c each. Many fascinating variations are obtainable at low cost — attractive railroad or anniversary cachets cancelled on the corresponding RPO, or First Day Covers of a new stamp postmarked on day of issue on a particularly appropriate RPO or HPO entering the city where on sale.

Other collectors happily specialize in the scarcer "Railroad" and "Agent" cancels of the earlier days mentioned; indeed, many leading writers and researchers in this field are active in "AMERPO," such as Arthur Hall (whose article accompanies), O. A. Olson, D. N. Kelly, and many others.

Others prefer specializing in the Terminals or Transfer Offices, or in cancels of P.T.S. Air Fields, or in electric routes. Member Richard Clover has written excellent articles classifying the Terminals and was also the first one to write on Street Car R.P.O. service.

The Traveling Post Office and Seapost Society is one of the world's most unusual organizations — an international brotherhood of persons of high character interested in traveling postal units of all types, who live in 17 different nations and are fast approaching the 500 mark in membership.

Primarily philatelic, the group nevertheless has welcomed many a member who has never collected a stamp or a cover, but who is fascinated by the actual operations or postal history of our R.P.O.'s, H.P.O.'s, and seaposts. By friendly international correspondence and publishing activities, the group also tries to encourage goodwill and understanding among all nations through the fascinating transit mail channels which encircle our earth.

As told in the issue previously mentioned, the original Traveling Post Office Society was founded by James Tierney in Glasgow, Scotland, in 1938, under most interesting circumstances. It represented the first sign of organized interest in our unusual hobby anywhere on earth, although a few philatelic collectors or writers had dabbled in the subject of R.P.O. postmarks individually.

It was organized on January 6, the exact 100th anniversary of Britain's first R.P.O. service (called "traveling post offices" there, hence the society name). The first journal of the R.P.O. hobby, however, was produced by an American railway mail clerk named William Koelln, who first produced "Transit Postmark" in July 1942 at Jackson Heights, New York City. Koelln was the first to contact the scattered R.P.O. collectors in America, and is considered the founder of the hobby here. The journal he founded is still being published independently by Herschel Rankin, Publications Manager of "AMERPO", at Box 152, Raleigh, Tenn. (\$1 a year).

In 1947 the Society's own newsy journal, "T.P.O.," was founded at Rotherham, England, by secretary Norman Hill, who is still its editor; averaging about 25 to 30 well-illustrated pages, it features articles and postmarks of R.P.O.'s, services all over the world and is circulated to all members in the United States and elsewhere. It is re-duplicated in America by the "AMERPO" staff.

Late in October 1948 three American collectors connected with the parent society met in Verona, N. J. to organize an American Section of the group. One of these, Roy Ackerman of East Orange, became acting director and was later elected president; another, this writer, became treasurer and later editor of the "Section Supplement," the Society's own American news sheet founded on July 1, 1949.

On the same date, the American Section became a wholly independent affiliate of the original society, and this it still remains, in full control of its own policies and finances. The handy nickname "AMERPO" (for "AMERICAN RPO") was adopted soon afterwards, and its membership, originally 20, when organized the previous year, multiplied speedily until there are now over twelve times that many members in the Americas alone. Nearly as many additional members belong to the original Headquarters Section, centered in Britain, but also scattered all over Europe and Asia.

From the very first, "AMERPO" defined itself as a group of those interested in "Railway and Highway Post Offices," and welcomed H.P.O. collectors — even those collecting H.P.O.'s exclusively — to its membership; so it was in a very real sense America's first H.P.O. society as well as its pioneer R.P.O. group. With its overseas affiliate, it is the only society of R.P.O. collectors or enthusiasts anywhere; and it offers the largest library and facilities and lowest dues of any society for

H.P.O. collectors as well.

Although dues must soon be raised, memberships are still being accepted at the original low rate of only 50c per calendar year (\$1 for two years) from persons of unimpeachable character; complete information may be obtained from the Secretary, Dick Bush, at B'wine Box 96, Schenectady 4, N. Y. Benefits include (1) the bi-monthly journal "T.P.O.," (2) the "Section Supplement" accompanying, with U.S. news and all RPC and HPO changes neatly tabulated; (3) an advance-notification service by postcard, at postage cost only on request, to advise of new HPO's or changed RPO's in advance; (4) use of the two Society Libraries, in New Jersey and England, by mail (over 400 items devoted to our specialties), for postage costs; (5) an attractive membership card, inviting special privileges such as admission to RPO's or HPO's; (6) special cachet events and sales service for covers and photos at extra-low cost; (7) circulating albums of clippings and data; (8) Annual Membership and Library Directory; (9) Cooperative arrangements with Transit Postmark (subscription agency); and (10) free copies of Special Edition's of LINN'S, like this one. A large majority of leading collectors, researchers, and writers in the field in America have now joined.

AMERPO has achieved a top rank reputation both in philatelic circles and with the Post Office Department, with whom we have an unparalleled record of unbroken friendly cooperation.

Members of reputable national or local stamp societies may obtain instant admission to AMERPO by sending 50c, or \$1.00, with their references (including society addresses and membership numbers) to the treasurer, D. M. Steffee, 512 — 8th Ave., Brooklyn 15, N. Y.; or, two personal letters of recommendation from reputable friends may be substituted. If this appeals to

YOU as an ideal chance to get into a fascinating specialty, join this friendly international fellowship by sending in your dues, or writing the secretary for information, right NOW—you won't regret it!

THE H.P.O. STORY
(Continued from page 6)

the three unfortunate discontinuances which it is hoped will be the last ones.

There is now a continuous chain of HPO's from Scranton, Pa. to Birmingham, Ala.; and another one of RPO Buses completely bisecting the country (except for a few miles in Mississippi) from Chicago to the Gulf. The longest HPO (Louisville & St. Louis, Ky.-Mo.) measures 322 miles, and the shortest (Los Angeles & San Pedro, Calif., an ex-trolley RPO) about 58.

The newest are two routes just begun January 11 from Sioux Falls to Philip, S.D., and Worthington, Minn.

Today, AMERPO is issuing the only publication still appearing at regular intervals in the entire HPO or RPO field. In view of this and because of other benefits, no person at all interested in Highway Post Offices can afford not to join. There is no restriction in belonging to both AMERPO and another HPO or similar group. Send your membership number in any such society (a sufficient reference) and 50c or \$1.00 dues now to the treasurer, 512-8th Ave., Brooklyn, N. Y., for immediate admission, or write B'wine Box 96, Schenectady 4, N. Y., for a complete information brochure.

San Marino one of the world's smallest republics is located in eastern Italy inland about 20 miles from the Adriatic. There are approximately 12,000 inhabitants in its 38 square miles. A sizeable sum of the national income is derived from stamp collectors who buy the many stamp issues which this country produces.



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American Stamp Dealers' Association Inc.

65 Nassau St. New York 38, N. Y.

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GENTLEMEN:

Here's our copy for the Classified Section of Linn's Weekly Stamp

News. Remittance of \$_____ is enclosed to

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Please place this ad under the heading:_____

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25	26	27
28	29	30

(NAME AND ADDRESS COUNT AS WORDS IN AD.)

WORD COUNT: Zone number free. Figure one (1) word for name of state (New Jersey); name of city (New York); sets of characters as in key (13-L); abbreviation of Northwest (NW), each separate initial (N.) (W.)

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Be sure yours is on time.

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	Plate	Mint	Single
785 1c Army
786 2c Army
787 3c Army
788 4c Army
789 5c Army
790 1c Navy
791 2c Navy
792 3c Navy
793 4c Navy
794 5c Navy
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FEBRUARY 15, 16, 17

United States, 19th & 20th Century,
British Commonwealth, strong in
Newfoundland,
General Foreign, with St. Pierre and
Miquelon and Wholesale.

FEBRUARY 23, 24, 25

AIR POST

comprising single rarities, mint sets
and Wholesale, received from Florida.
Collection from Estate of George
d'Ussay including Newfoundland and
"Hawker" mint, "Pinedo" cover, "Hall-
fax" invert, and scarce covers.

The "Henry Hammelman" Collection
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No. Rhodesia
Nyasaland
St. Helena
Somaliiland
So. Rhodesia
Trinidad
Tristan da Cunha

SHORT ISSUES

Qd. Britain 3, 6, 7d
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Cayman Is.
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Gold Coast
Grenada 1, 2, 12c
Grenada 6c
Montserrat 1, 2, 3c
New Zealand
St. Lucia 2c

As now reported. Probably final, but
subject to change. No dates
announced beyond Australia.

Fiji	...	...
Australia Feb. 2	...	...
Aden 1 sh.	...	...
Ceylon 10c	...	...
Gibraltar 3d	...	...
Kenya 30c	...	...
Malta 3d	...	...
All the above	...	...

Norfolk Is. pict.	...	...
Tonga to 1/-	...	...
U. So. Africa Cape Stamp	...	...
U. So. Africa dominos, etc.	...	...
No. Rhodesia Centenary	...	...
So. Rhodesia Centenary	...	...
Rhodes Exp. 3 Cols.	...	...

Algeria Army
Argentina Arctic Ship
Austria Linz Theater
Austria Xmas Stamp Day
Austria Lutheran School
Austria Painter
Belgium Tourist
Belgium Ua. Europe
Belgium doctors
Brazil Centenary
Colombia Phila. Exp.
Colombia Mappers
Denmark Commem.
Ecuador Pictorial
Egypt Electric Exp.
France Arms
France Sports
France Red Cross
Fr. W. Africa
Germany June Uprising
Germany Transport Exp.
Germany Humanists
Honduras U. N. O. short
Hungary Composers
India Mt. Everest
India Telegraph
Indonesia Mothers Day
Ireland R. Emmet
Israel new coins
Italy Tourist
It. Somaliand UPU
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Liechtenstein Museum
Monaco Anaphylaxis
Monaco Goncourt
Monaco Transport-dues
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FOUR FOREMOST WORLD CITIZENS. On December 18 the west German government issued a set of four semipostals which pictured "Helfer den Menschheit" (Helpers of Mankind). The subjects, denominations and colors are:— 4 plus 2pf brown, August Herman Francke; 10 plus 5pf green, Sebastian Kneipp; 20 plus 10pf red, J. Christian Senckenberg; 30 plus 10pf blue, Fridtjof Nansen. The above cover was submitted by Joseph Barron of Pittsburgh, Pa.

Short-Stop ★ Runs ★

THIS NEWSY column, named after the
part-way or short-stop R.P.O. runs found
on many routes, is a regular feature in
AMERPO's Section Supplement. Don't miss
it!

The new book "MAIL BY RAIL,"
the fascinating 428-page story of
our R.P.O.'s and H.P.O.'s, has
been made available by AMERPO
to its members (and readers of
LINN'S) at only \$2.95—about half
the standard price. A whole chap-
ter on the postmarks and covers
involved is included, plus others on
trolley R.P.O.'s. Amazing Facts
of the Railway Mail, current check-
lists of R.P.O.'s and H.P.O.'s, and
so on. Vivid photos, gay anecdotes,
and postmark cuts are found
throughout the book, which will be
autographed by the author (Bryant
Alden Long) on request. Orders
should be sent to the Editor, 73
Elmwood Road, Verona, N. J.

A NEW YORK CHAPTER Branch
No. 2 of AMERPO, was organized
by members of the Society in that
area last November 18 at the New
York office of member Moe Luff,
240 W. 56th St. in cooperation with
the local chapter of the U. S. Postal
Cancellation Society which also
meets there. A Philadelphia chap-
ter (Branch 1) had been organized
some months earlier, and there are
prospects of a third one in Chicago.
An official charter was presented
to the New York Branch at the De-
cember meeting. All collectors in
that area — whether now members
or not — are invited to attend these
meetings, held the third Wednesday
of each month at 7:30 p. m.

H.P.O. FLASHES — When the
Burlington Railway in Vermont was
so crippled by a strike last Sep-
tember that it permanently dis-
continued all R.P.O. service, the
Exhibition H.P.O. bus on display at
the New Jersey State Fair was
commandeered three days early in
order to provide an extra trip of
service on the Burlington & Albany
H.P.O., paralleling one of the rail
lines.

MARITIME COLLECTORS,
forming a considerable percentage
of AMERPO membership, are very
proud of member Brigadier Studd
of the British branch of the society
— author of the new book "Paque-
bots." Members or readers inter-
ested in these ship and port mark-
ings are urged to contact member
Robert S. Gordon, Box 145, North-
field, Vt. regarding copies of this
standard text on the subject which
he now has available. And don't
forget — fully half of the official
journal "T.P.O." is devoted to sea-
post and maritime markings.

THE GRAND AWARD of the
Dayton (O.) Philatelic Society was
won by member Virgil Geary.

BRITISH EMPIRE

Eng. Coron. (4)	...	...
Australia Coron. (3)	...	...
Canada Coron. (1)	...	...
New Zea. Dep. Coron. (5)	...	...
S. Rhodesia Coron. (1)	...	...
S.W. Africa Coron. (5)	...	...
Engl. Queens (3)	...	...
Engl. Off. Queens (15)	...	...
Australia Tas. (1)	...	...
Bermuda to 1/ (10)	...	...
Bermuda R. Vis. (1)	...	...
Gambia to 1/ (8)	...	...
Nigeria to 1/ (8)	...	...

Cash with order, 24 hr. service.

Send for free price list on Jamaica &
St. Vincent before 1900, 40% of Scotts,
issues cat. up to \$15.00.

JOHN E. FRIERDICH APS

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thing new—but AMERPO obtain-
ed some, although the old post-
mark was still in use that day.

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ciety for all R.P.O., H.P.O., or
maritime collectors, simply send
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